B. E. TAYLOR, *Stevedore.*
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

香港電報 ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 2089. 光緒二十八年二月十一日 THURSDAY, MARCH 20, 1902. 四拜禮 二月十三號 香港英文 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.
PEKING.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st January, 1902. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $14,250,000
Silver Reserve .....$ 4,250,000 }
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

E. Goetz, Esq.	H. Schubart, Esq.
D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th February, 1902. [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [14

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	C. Ewens, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [15

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,
Acting Manager.

Hongkong, 21st December, 1901. [962c

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

	U.S. Gold.
PAID UP CAPITAL	$2,000,000
SURPLUS AND UNDIVIDED PROFITS	$4,758,600
TOTAL	$6,758,600

Head Office: NEW YORK.

Directors:

Samuel D. Babcock.	Adrian Iselin Jr.
George F. Baker.	James N. Jarvie.
August Belmont.	Augustus D. Juilliard.
George S. Bowdoin.	Richard A. McCurdy.
Frederic Cromwell.	Levi P. Morton.
Walter R. Gillette.	Walter G. Oakman.
E. H. Harriman.	Alexander E. Orr.
G. G. Haven.	Henry H. Rogers.
R. Somers Hayes.	H. McK. Twombly.
Charles R. Henderson.	F. W. Vanderbilt.
Harry Payne Whitney.	

Walter G. Oakman, *President.*

Adrian Iselin Jr., *Vice President.*	Geo. R. Turnbull, *2nd Vice President.*
Henry A. Murray, *3rd Vice President.*	John Gault, *Manager, Foreign Dept.*
Wm. C. Edwards, *Treasurer.*	E. C. Hebbard, *Secretary.*
F. C. Harriman, *Assistant Treasurer.*	R. C. Newton, *Trust Officer.*

London Committee:
Arthur John Fraser, (*Chairman*).
Donald C. Haldeman.
Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
R. C. Wyse, *Manager.*

London Bankers:
PARR'S BANK, LIMITED.

Hongkong Office:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:
On Current Accounts at 2% per annum.
On Fixed Deposits:
For 3 months 2½% per annum.
„ 6 „ 3½ „
„ 12 „ 4 % „

N. G. EVANS,
Acting Manager.

Hongkong, 3rd March, 1902. [128d

IMPERIAL BANK OF CHINA.

IMPERIAL [illegible]
OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [11

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most reasonable rates.
Hubbuck's Paints and Oils, Hubbuck's Turpentine.
Sir Chas. Price's Compound Engine Oil.
Crane's Cylinder Oil.
"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.
American "Valvoline."
Soapstone for Topsides, &c., &c., Boot-topping in two shades.
Baxters All long flax Canvas (the best in the market).
Gourbok All long flax Canvas and Grass Bleached Canvas.
Woodberry Canvas and Duck.
Ships Upholstery a speciality, attended to by experienced European Assistants. Any kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [1328

Intimations.

BOVRIL ISN'T DEAR,

In fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.

Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Boden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING. COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.
24]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzufu, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.
563c]

D.C.L.

OLD TOM AND DRY GINS.

THE BEST VALUE ON THE MARKET.

$7.50 PER DOZEN.

SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1902. [952c

VERY FINE OLD
LIQUEUR BRANDY.

Telephone No. 75.

GUARANTEED 1840.

This is a BRANDY for CONNOISSEURS and we Recommend it as the finest ever produced.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 13th March, 1902. [22

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
YOKOHAMA	*Japan*	C. C. Talbot, R.N.R.	About 25th March.	Freight or Passage.
LONDON, &c.	*Oriental* *	F. N. Tillard	Noon, 29th March.	Freight or Passage.
SHANGHAI	*Bengal*	A. L. Valentini	About 29th March.	Freight or Passage.
LONDON	*Canton*	C. F. Lockstone, R.N.R.	Noon, 3rd April	Freight or Passage.
SINGAPORE & BOMBAY	*Nanking* §	C. J. Benton, R.N.R.	About 3rd April	Freight only.

* (See Special Advertisement). † *Vid* SHANGHAI, NAGASAKI, and KOBE.
‡ (Passing through the Inland Sea).
§ (Calling at PENANG and COLOMBO if sufficient inducement offers).

PASSENGER SEASON 1902.
FOR MARSEILLES, PLYMOUTH AND LONDON.
DIRECT WITHOUT TRANSHIPMENT.
S.S. "ORIENTAL"..... 5,284 Tons .....29th March.
S.S. "MALTA"..... 6,064 Tons .....12th April.
For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 19th March, 1902. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*BAYERN	WEDNESDAY, 2nd April.
*STUTTGART	WEDNESDAY, 16th April.
*KONIG ALBERT	WEDNESDAY, 30th April.
*PRINZESS IRENE	WEDNESDAY, 14th May.
*PRINZ REGENT LUITPOLD	WEDNESDAY, 28th May.
*PREUSSEN	THURSDAY, 12th June.
†HAMBURG	THURSDAY, 26th June.
*PRINZ HEINRICH	THURSDAY, 10th July.
*SACHSEN	THURSDAY, 24th July.
†KIAUTSCHOU	THURSDAY, 7th August.
*BAYERN	THURSDAY, 21st August.
*KONIG ALBERT	THURSDAY, 4th September.
*PRINZESS IRENE	THURSDAY, 18th September.
*DARMSTAAT	WEDNESDAY, 1st October.
*PREUSSEN	WEDNESDAY, 15th October.
†HAMBURG	WEDNESDAY, 29th October.
*KARLSRUHE	WEDNESDAY, 12th November.

* Calling at AMSTERDAM. † Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of April, 1902, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with NAPLES and GENOA CARGO, will leave this Port as above, Calling at
Shipping Orders will be taken and CARGO will be received on Board until 5 P.M., on [illegible] and Specie will be received at the Agency's Office until NOON, on TUESDAY, the 1st April. Cargo and Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to—
MELCHERS & CO.,
AGENTS.

Hongkong, 19th March, 1902. [6

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [17

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. KOWLOON. J. W. OSBORNE, Proprietor.

COIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.
Apply to
DODWELL & Co., LIMITED.

Hongkong, 5th March, 1902. 271c

Intimations.

The Old - - -

Familiar Beverage

STONE GINGER BEER,

YCLEPT "POP."

HOME  BREWED.

$1.75 per doz., less $1.00 allowed Bottles returned.

WATKINS, LIMITED,

CHEMISTS, ÆRATED WATER MANUFACTURERS,

APOTHECARIES HALL,

No. 66, Queen's Road Central, Hongkong.

FACTORY:—Mason's Lane.

WAI KIN TAI YEUK FONG.

威記大藥房

Branches also at

Canton, Shanghai, Hankow and Peking.

Hongkong, 19th February, 1902. [714c

THE VERDICT OF EUROPE

IS THAT

Buchanan's Scotch Whiskies

ARE THE BEST.

DISTILLERS BY ROYAL WARRANTS TO KING EDWARD VII.

PURVEYORS TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THE COMMONS BLEND,

better known as

BLACK AND WHITE,

Price $15.25 per Case.

BUCHANAN BLEND,

Price $13 per Case.

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG. [343d

LAST DAY

OF

POWELL'S GREAT SALE,

FRIDAY, March 21st.

FURTHER REDUCTIONS, FURTHER REDUCTIONS.

Everything in the Store reduced

Positively the Last Day.

R. G. HECKFORD,
Manager.

Hongkong, 20th March, 1902. [559c

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,

STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,

Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902. [935c

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

MR. HENRY DALLAS' MUSICAL AND DRAMATIC CLUB.

TO-NIGHT! TO-NIGHT!
(THURSDAY) March 20th.

The latest Musical Comedy, now drawing crowded houses at the GAIETY THEATRE, London.

THE GEISHA.

The following pieces will be played during the first week of the season.

FRIDAY, Mar. 21, THE GEISHA.
SATURDAY, " 22, THE TOREADOR,
(Last Time by request).

PLAN at THE ROBINSON PIANO CO.

PRICES AS USUAL.

A Late Tram will run to the Peak and a launch leave for Kowloon after the Performance.

Hongkong, 20th March, 1902. [308d

FOR SALE.

TWO BOILERS, CYLINDRICAL, RETURN TUBULAR, 7 ft. diameter × 8 ft. long. Fox's corrugated furnace, 3 ft. diameter, working pressure 120 lbs. complete with Smoke-box, Funnel, &c.

ONE BOILER, vertical with cross tubes, 3' 6" diameter × 7' 6" high, working pressure 100 lbs.

ONE BOILER, vertical, 3' 6" diameter × 8' 0" high, with cross tubes, working pressure 100 lbs.

The above are quite new, being just completed, and can be seen at Kowloon Dock.

Prices and further particulars may be had on application to

CHIEF MANAGER,
HONGKONG AND WHAMPOA DOCK CO., LIMITED.

Hongkong, 20th March, 1902. [340d

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the VICTUALLING STORE OFFICER to Sell by

PUBLIC AUCTION,
on
WEDNESDAY, the 26th March,
at 11 A.M.,
at H.M. NAVAL YARD.

About 40 GALVANIZED IRON BISCUIT TANKS.

TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 20th March, 1902. [341d

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 20th March, 1902. [333d

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Davis, will be despatched for the above Ports, on MONDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 20th March, 1902. [342d

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1802.

Intimations.

WILLIAM MACLEOD, D.D.S.,

DENTIST.

Beaconsfield Arcade, Nos. 11 and 12, 2nd Floor. [77d

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that our

ÆRATED WATERS

are made solely with the water procured from the Government Tytam Reservoir and specially filtered in our large storage filters on the best scientific principles.

Our Aerated Waters are thus Absolutely pure and consumers of them may feel themselves quite secure against contracting cholera by liquid agency, which it is comparatively easy to do by drinking impure water.

A. S. WATSON & CO., LIMITED,
Aerated Water Manufacturers,
The Hongkong Dispensary.

BIRTHS.

On March 3rd, at Seremban, the wife of H. M. HATCHELL, of a son.

On 13th inst., at Cluny Lake House, Singapore, wife of W. L. WATKINS, of a son.

MARRIAGE.

On March 12th, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, M.A., Mr. PERCY LADBROKE WAIT, second son of the late Mr. William Barry Watt, of London, to Miss EDNA MURIEL STOKES, eldest daughter of the late Mr. Francis William Stokes, and grand-daughter of Major William Stoker of Melbourne, Victoria.

DEATH.

March 4th, at Seremban, the wife of H. M. HATCHELL. Deeply mourned.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 20, 1902.

REUTER'S TELEGRAMS.

A DUTCH STEAMSHIP SERVICE FOR THE EAST.

LONDON, March 18th.

The Dutch Government has introduced a Bill authorizing the contract for a monthly subsidized steamship service between the Dutch East Indies, Hongkong, Yokohama, Kobe, and Amoy.

LATER.

CRICKET IN AUSTRALIA.

Maclaren's English Eleven has beaten South Australia by six wickets.

THE LINCOLNSHIRE HANDICAP.

The following is the result of the race for the Lincolnshire Handicap:—

St. Maclou 1
Sceptre 2
Over Morton 3

SOUTH AFRICA.

CAPTURE OF BOTHA'S BROTHER-IN-LAW.

General Bruce-Hamilton surprised and captured General Cherry-Emmett, Louis Botha's brother-in-law.

LOCAL AND GENERAL.

THE BUYING RATE for sovereigns has risen to $11.14.

EXCHANGE has fallen one-eighth and now stands at 1s. 9.5-16d.

BAR SILVER has fallen one-sixteenth and is now quoted at 24.13-16d. per oz.

FOUR BOILERS are advertised for sale by the Hongkong and Whampoa Dock Company.

THE EARL OF CRAWFORDS YACHT *Valhalla* has been docked at Keppel Harbour.

THE CLEANSING GANGS dealt with 1,260 houses, fumigated 2,616 floors, and cleansed 4,031 floors during the fortnight ending March 8th.

FOR DAMAGING PROPERTY to the extent of $10, Charles Dank, an artificer of H.M.S. *Glory*, was fined $7, which Jack reluctantly parted with.

ALL'S WELL:—The captain of the s.s. *Hok Tijoe* reports speaking the Danish barque *Serapis* on March 9th in Lat, 8°-13' S. and Long, 106°-23' E. She wished to be reported all well.

THE FEVER IS UPON US, pingpong holds the sway, and Powell Limited, to meet the ever increasing demand, have just got out a fine selection of sets at prices ranging from $1.25 to $12.

FIFTY DOLLARS or two month's had labour and the confiscation of 266 boxes of percussion caps, was what Mr. Kemp this morning imposed on Ip Kwai, a boarding house owner. He went to goal.

CHOLERA:—For the past twenty-four hours, three cases of Cholera are reported. In all three cases, they proved fatal. Two were found in No. 19 Nullah Lane, and No. 13 Tai Wong Lane, respectively.

THOS. ELVINS, watchman, at the Hongkong and Whampoa Dock Company, had one Cheng Sai, before Mr. Kemp this morning for stealing two zinc plates, valued at $10. He was sent to goal for two months' hard.

CHING ON, A GARDENER, and a new arrival in the Colony, was very much surprised when he was taken up to the Central Police Station for having in his possession a revolver and twelve rounds of ammunition. The case was, however, dismissed, but the cherished weapon was confiscated.

WONG KAM PIU, thought that as the summer is fast approaching he would require a new change of clothes, and consequently helped himself at Messrs. Lane Crawford's store; the clothes were valued at $15. Ip Kwai will now have to spend four months of his summer in the Government Gaol.

A GOOD BAG:—It is reported that Mr. Cyril Ephraums recently shot a very fine bull elephant on Tevaulang estate, Mr. MacGregor's properly, says the *Pinang Gazette*. The tusker had caused considerable damage on the estate to several coconut trees and cooly lines for the past fortnight. The sportsman dropped him dead with a single frontal shot from his 8 bore rifle, distance 15 yards, carrying 12 drachms of powder and a 2½ oz., steel-tipped bullet. The tusks measured 3 feet 9 inches and 3 feet 7 inches in length. The elephant stood 9 feet at the shoulder, the length including tail was 21 feet 4 inches.

COTTAM & CO., NEW HATS.

A FACT TO NOTE is that to-morrow is positively the last day of Powell's bargain sale.

BERI-BERI:—It has been recently proved that beri-beri is due almost entirely to a rice diet. The Chinese white variety of this staple is said to be chiefly criminal in this respect. The best preventive is said to be a varied diet.

THE THIRD ENGINEER of the German steamer *Tetartos*, named W. Waguenoss, was reported at Saigon as having disappeared from that ship recently. The deceased left letters in his cabin announcing his intention of suicide.

CONVICTS IN THE STRAITS:—There are now about 56 Indian and Ceylon convicts in the Straits Settlements. The average cost per convict to the Indian Government works out at $9.70 per head, resulting from a fall in the price of food stuffs in Penang.

CAPTAIN VAQUIER, last in command of the *Ernest Simons*, was expected at Singapore from Marseilles by the *Yarra* on his way to Saigon where he will relieve Captain Rallana as the principal agent of the Messageries Maritimes in French Indo-China.

THE LIME WASHING for the fortnight ended 15th inst. showed that in the Eastern District of the City 1944 houses had been limewashed, 1,310 having been previously reported and 634 inspected since the last report. These had been eight prosecutions. In the central district 17 houses had been limewashed and 9 exemptions were granted.

A WINDFALL FOR EDITORS:—From native sources, we learn that Junglu, has recently paid over the sums of 6,000 and 4,000 taels, to two native editors for eulogising his ability, good works, and humane treatment of all matters that come before his august person. It has now transpired that Junglu secretly asked these editors to praise his actions, and at the some time handed over the amounts mentioned.

A CONSUL GENERAL PROTESTS:—The Consul General for the United States of America has written to the Colonial Secretary protesting against the proposed erection of a public urinal in Ice House Road directly opposite the building in which his offices are located. He pointed out that Ice House Road was a narrow thoroughfare and a urinal in the place proposed would create an intolerable stench, besides making the access to his office extremely unpleasant. A copy of the letter has been sent to the Sanitary Board for consideration.

USURY!—Somebody in Penang evidently knows well how to bleed his fellow men, as the following advertisement, clipped from the local paper, will show:—

NOTICE.

Advertiser offers a Promissory Note, bearing interest at 8% monthly, value $600, for immediate cash $550. Apply to QUEX,
c/o *Pinang Gazette*.

Pity the deluded wretch whose promissory note Quex holds. In one year he would pay $576 in interest alone, and still have the repayment of the $600 to bother him. We should like to kick Quex!

RAT MORTALITY:—The following statistics showing the number of rats caught in each district since the beginning of the year should be of interest:—

Week ending.	Victoria.	Kowloon.	Total.
January 6th	1,450	150	1,600
" 13th	1,472	241	1,713
" 20th	1,526	482	2,008
" 27th	1,319	899	2,218
February 3rd	1,143	929	2,072
" 10th	346	241	587
" 17th	1,278	521	1,799
" 24th	2,131	793	2,924
March 3rd	2,582	1,777	4,359
" 10th	2,930	1,332	4,262

DIRTY DARLING! A really funny story and funnier to those who know to whom it refers, is related of a high Colonial functionary who served in this Colony but now is about to retire from service in another Crown Colony; not Hongkong, says the *Singapore Free Press*. The gentleman referred to was staying, with his wife, at a hill station. He, like John Gilpin, has a frugal soul, and likes to check his hotel bills. Overheard:—

What! what's this? A whole whisky and soda! My dear, did you have a whisky and soda?

Yes, dear: a half whisky and soda.

But this bill has a whole soda! And look here; 28th—Bath; 29th—Bath; 30th—Bath. I never have a Bath?"

"Oh! You Dirty-Darling!"

And "Dirty Darling" he is called to this day now, by everybody who has become acquainted with the story.

SHIPS AND RATS:—With regard to the apparatus devised for pumping S.O2 gas into ships for the destruction of rats, the Hongkong Chamber of Commerce have written a letter to the Colonial Secretary, who submitted it to the Sanitary Board, pointing out that they do not see how, under the circumstances, the apparatus could be usefully employed in Hongkong, at least as far as ships were concerned. In the first place, they submit that the use of the apparatus would inevitably involve detention of steamers, and consequent heavy expenses, and in the second place, it would be impracticable, because in most cases vessels calling here have large quantities of cargo on board for ports beyond this. There would be few ships on which it would be used without greatly interfering with trade.

Mr. Osborne minuted:—We must not allow the matter to be set aside merely because there are a few difficulties in the way.

Lieut. Col. Hughes minuted:—I agree with Mr. Osborne.

COTTAM & CO., NEW SCARVES and TIES.

THE SIAM ELECTRICITY CO. made a profit of Tcs. 132,830 during last half year and pays a dividend of 4% for the half year. The tramway shows a good return. The new agreement with the Siamese Government provides for the extension of the joint concerns till 1950.

TUNG FU TSIANG:—From latest advices received we note that the notorious Tung Fu-tsiang has been pardoned by the Empress Dowager and reinstated in his old position again. It will be remembered that Tung Fu-tsiang, was deported to Eli, a town on the borders of Eastern Turkistan, for his share in the Boxer rebellion.

SIR FRANCIS LOVELL, who is expected in the Straits shortly on his mission to further the interests of the London School of tropical medicine, spoke on that subject at a meeting at Colombo on the 26th ultimo. The meeting passed a resolution to ask the Government of Ceylon for a yearly grant to enable a certain number of its medical officers to go through a free course of instruction at the School.

THE INDIA VOLUNTEER CONTINGENT for the Coronation ceremonial in June will contain representives of Cadet Corps as of ordinary units of the forces. One hundred selected Volunteers are to be sent from India, at Government expense, to take part in the Coronation ceremonies, and it has been suggested that representatives of the various Anglo-Indian Light Horse Corps on leave at Home should be provided with horses, and permitted to take part in the procession.

RED TAPE AND RECRUITS:—Describing in *Living London* the formalities attending the recruiting system, Major Griffiths says the method is exceedingly cumbrous, and is a curious illustration of the red tape routine that obtains wherever the War Office rules. The recruit's name has to be entered some 62 times, the signatures of superior officers are given 29 times in each particular case, and a bulky parcel of documents has been got ready by the time each man is ripe to take the oath.

A BOER PRISONER IN SINGAPORE:—The Singapore police authorities received a telegram from Ceylon stating that one of the escaped Boer prisoners was supposed to have come to Singapore, and was hiding there. A search was instituted and on the evening of the 11th inst. the police discovered a middle-aged man in Neil Road who answered to the description in the telegram. The unfortunate man was found lying on the road suffering with fever. He was immediately sent to the General Hospital where he was attended to, but died there next morning at ten minutes to nine. Shortly before the man died he was asked his name, and he tried to say something beginning with the word "Dess—" but fell back exhausted, and subsequently became unconscious and died.

THE HON. TREASURER of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Anonymous	$25
China Mail	20
Hon. T. Sercombe Smith	10
W. Hutton Potts	10
W. H. Wickham	10
W. H. Percival	10
L. Mallory	5
Wornwalla & Co.	5
N. Powell & Co.	10
A. C. Moore	5

THE QUESTION as to how the Boxers were so thoroughly armed, and where the funds came from, has just been brought to light. It now appears, according to Northern Native newspapers, that before any of the Powers dreamed of a Boxer rising, Junglu had everything planned. Before the *coup d'etat* in 1898, Junglu had amassed a sum of no less than 70,000,000 taels, chiefly by imposition of taxes in the various provinces, Kwang Tung itself being responsible for taels 7,000,000, collected by Kangi during his tenure of office in Canton. The arms were bought in America and Europe, ostensibly for the use of the Imperial army, but secretly for the Boxers. With what effect these arms were used against us we all know, and yet Junglu is still in power!

AN ESSAY WORTH $2,000:—For publishing an essay and translating the same into the English language, Lu Chuan Lin, very generously handed a native editor in Shanghai, the sum of $2,000. The gist of the essay is to the effect that, while deploring the circumstances connected with the Boxer rebellion Junglu and Lu Chuan Lin were in no way responsible, and that previous to the outbreak, these two double-faced fiends had memorialized the Throne and prayed that peace must be kept at all costs, and no outrages were to be committed particularly against the Europeans in China. This statement is also backed up by Chang Chi-Tung. It also treats on the *coup d'etat* of 1898, and the placing of the usurper Pu Sing on the Throne, and, on other matters finally terminating in the suppression of the Boxer rising. The essay in conclusion said, that the only man to blame was Kangi, but, as we all know, that individual has long ago shuffled off this mortal coil, and besides, dead men tell no tales. The whole essay could be summed up in a few words. To an observant reader of long standing in China, it is nothing more or less than a bluff on the Europeans in China. Junglu and his party, knowing that their names are in the list of undesirables, and being afraid of impending punishments, are trying to wash themselves clear of all crimes they have committed in past years.

COTTAM & CO. the RAGLAN OVER-COAT.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

The fifteenth ordinary meeting of shareholders of the Hongkong and Kowloon Wharf and Godown Company, Limited, was held at the Company's Office, No. 2, Connaught Road, at noon to-day. There were present:—The Hon. J. J. Bell-Irving, The Hon. C. P. Chater, Messrs. D. W. Moses, A. J. Raymond, E. Goetz, N. A. Siebs, E. M. H. Schubart, C. H. Thompson, A. Hewett, G. H. Medhurst, C. S. Sharp, R. K. Leigh, R. C. Wilcox, A. Ross, R. J. Macgowan, Ho Fook, T. Smyth, W. J. Saunders, G. de Champeaux, Capt. Tillet, Capt. W. E. Clarke, H. L. Dennys, and Mr. E. Osborne.

After the Secretary had read the notice convening the meeting.

The Chairman said:—Gentlemen, with your permission, we will as usual, dispense with the formality of reading the report and accounts. In one respect, the year's working has been disappointing: we had hoped, and reasonably I think, that, following upon settlement of the Northern troubles, trade would resume its normal conditions and, with the political atmospheres cleared, an improvement might even be looked for, but these, hopes, so far as concern the Wharf Co., have not been fulfilled, the volume of our buisness having remained almost stationary. Gross receipts, it is true, were larger than during the previous years, and, no doubt, its has struck you as peculiar that whilst these have grown, the nett profits are little more than shewn in 1900. This, gentlemen, is due to larger expenditure, foreseeing which we slightly raised some of the rates at the beginning of the year, but, notwithstanding this, profits have not kept pace with receipts. The causes of this you are no doubt familiar with, and I need not therefore refer to them further than to mention, the continued fall in exchange, with its inevitable rise in the price of commodities and labour, whilst measures for the prevention of Plague have been costly, and expenditure in almost all directions has increased. There is, however, one source of expenditure, and a large one, concerning which it is right to give a few words of explanation. With expansion of business, and the increasing responsibility entailed by the custody of so many millions worth of goods, coupled with the difficulty of obtaining satisfactory service from Chinese, it became apparent to your Directors some eighteen months ago that a radical change was desirable in the way of the Chinese employed unaided by Europeans, and considerably more European supervision was necessary. Accordingly, the staff of Europeans was augmented and, although the expense has been great, as shown in the accounts, results have justified the change. Claims for losses have almost disappeared, work has gone on smoothly in a way it never did before, whilst the absence of delays and mistakes that used formerly to be so frequent a source of irritation and loss, is evidence of improvement in the conduct of the business, so that, although outlay has been heavy, it has been distinctly benefical and your Directors are convinced that the change is for the real and lasting good of the Company's interests. Considerable progress has been made in the construction of new buildings and equipment of launches, lighters, steam-cranes, etc., all of which, though slow to yield immediate profit, tend largely to the general efficiency of work, and enable the Company to hold its own more successfully against numerous native competitors, and the unfair rivalry of salaried godownmen in private employ. This outlay in improvements has been large, more especially in buildings, and there will need to be still further expenditure in order to provide the accommodation to which I alluded at the General Meeting held three years ago. When you come however, to analyse the Company's financial position, and comprehend its assets in the shape of Wharves, Railways, Rolling Stock, Launches, Lighters and Machinery, written down to practically their auction value, when you contemplate your magnificient property at Kowloon comprising 900,000 square feet of land, standing in the books, including buildings at only $2.58 per square foot, which is less than half the real value, land which possesses unrivalled deep water frontage, and is covered with first class buildings, and when you come to dwell upon the latent possibilities of your business, I think gentlemen, you are entitled to cherish the comfortable assurance that so long as the prosperity of Hongkong continues unchecked, your possession is indeed one of high value, and a value, which, in all probability, is not likely to diminish. To review the figures embodied in the accounts would perhaps be superfluous as these have been given so full in detail, but, should any shareholder desire further information on any point, I shall be pleased to give it before moving the adoption of the Report. (Applause).

None being forthcoming the Chairman proposed the adoption of the report and accounts, and the motion was seconded by Mr. Ross, and carried.

Mr. Wilcox proposed and M. de Champeaux seconded that the appointment of Messrs. E. H. M. Schubart, C. H. Thompson, H. A. Ritchie, E. Goetz and E. A Hewett as Directors be confirmed.

Carried.

Capt. Tillet proposed and Mr. Smyth seconded that the retiring directors, Messrs. D. M. Moses and G. H. Medhurst be re-elected.

Carried.

Mr. Ho Fook proposed and Mr. Saunders seconded. That Messrs. W. H. Potts and A. O'D. Gourdin be elected Auditors for the current year.

Carried.

The Chairman:—The Dividend warrants will be ready to-day on application to the Secretary.

This was all the business.

COTTAM & CO., DENTS DRIVING GLOVES.

THEATRE ROYAL.

H.M.S. "IRRESPONSIBLE."

Mr. Dallas' Company held their 2nd performance of H.M.S. *Irresponsible* last night to a crowded house. It went with a good swing and the performers seemed more at home in their parts than on the first night. The singing was particularly good all through, and the acting of Mr. Dallas and Mr. Knight was excellent, Mr. Knight's two songs in character brought down the house as before. The scenery is pretty and appropriate and the whole piece is well put on. Mr. Dallas in Arthur Roberts' part was, as usual, the life and soul of the piece and he has evidently studied the tricks of hand and arm peculiar to Mr. Arthur Roberts. To-night and to-morrow "The Geisha" will be staged and on Saturday, by special request, "The Toreador."

ANOTHER PRIVATE PLAGUE HOSPITAL.

The Hongkong and Kowloon Wharf and Godoun Company have applied to the Sanitary Board for permission to erect premises for a private plague hospital matshed, measuring 25 feet by 15 feet, and also another matshed, measuring 15 feet by 15 feet, for attendants—both of them to be erected close to the Yaumati plague hospital and to be under the superintendence of a European doctor.

It will be remembered that in February last when Messrs. Jardine, Matheson and Company requested permission to erect a matshed on land at Soo Kun Poo Valley in which to treat cases of plague which might occur among their employes the following conditions had to be complied with, viz. That the site and structural arrangements of the Hospital are approved by the Board; that the sanitary arrangements of the Hospital are put under the care and authority of a duly registered medical practitioner, and that the Hospital should be open to the inspection of the Board's officers. It is probable that in the present case the Board will request that similar conditions should be complied with.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

REFORM.

To the Editor of the "Hongkong Telegraph."

DEAR SIR,—I have noticed for the past week in your valuable paper of the rising in Kwangsi and the rumours of rebellion in all parts of China, and I am not at all surprised. As one who takes a great interest in China as regards her internal and external affairs, I would feel much obliged if you would grant me space to vent my feelings, which I believe are shared by all true sons of China. As you say, the rebellion has assumed great dimensions, and four provinces are already affected. I would not be surprised to find the other provinces follow suit. The present feeling all over China is not over loyal to the Manchu government, and to a keen observer, things are looming up in the horizon which do not speak of peaceful times. And who is responsible for this? The answer is not far to seek. The Empress Dowager and her host of satellites, who instead of doing good, have for the last five years sowed the seeds of dissension, revolt and unrest. China had a chance in 1898 to recoup herself, but the remorseless hand of the Empress Dowager stopped all. As you are aware, Reforms were started, and had they been allowed to go on, China would not have been in this present state. The youthful Emperor Kwang Su, has been and is still for reform, but what can he do against the mob of anti-foreign officials, headed by his imperial Aunt, arrayed against him. Where men fired by patriotic feelings lift their hands and try to elevate the mass of humanity of China to a sense of their duty, they are regarded as rebels and agitators. To take the case of Kang-Yu-Wei, or Liang Kia Choa or Sun Yat Sen or Tong King Choy; these men left their homes, position, and every comfort to bring China to a sense of duty, and what is the result? Ignominious defeat on all sides, and they are hounded from country to country with little or no prospect of expressing their views. How sad it is to think that China, the long lived Empire, an empire which boasted of civilization long before Europe emerged from the days of savagery, is to-day a tottering empire, which even the smallest of European Powers spurns. And all through the evil actions of the Empress Dowager and her party!

"O Lord how long, how long," are we to suffer such degradation in the eyes of the world?

Thanking you in anticipation for the insertion of the above.

I remain,
Dear Sir,
A REFORMER.

Hongkong, 20th March, 1902.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise, Acting Chief Justice).

March 20th.

ALLEGED LARCENY.

The charges of larceny against Chan Chi were again gone into and prisoner, who was found guilty on three counts, was sent to prison for four and a half years with hard labour.

COTTAM & CO., PLAID RUGS and SILK MUFFLERS.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the twenty-fourth annual general meeting, to be held at the offices of the General Agents, at noon on Thursday, 27th March, 1902.

The General Agents beg to submit to shareholders their report on the Company's business for the year 1901, with a Statement of Accounts to 31st December last.

The Refineries were well employed during the greater part of the year, but the importations of Beet-root Sugar into the Eastern markets referred to in the last report continued to interfere with the prices realized for the Company's products.

The sum at credit of profit and loss account is $258,500.17, out of which, $100,000 was paid as an interim dividend of $5 per share on the 24th of August last; the balance $158,500.17, the General Agents and Consulting Committee recommend should be dealt with as follows, viz.:—

A final dividend of $7 per share (making $12 for the year)	$140,000.00
Carry forward to next account	18,500.17
	$158,500.17

CONSULTING COMMITTEE.

The present members are Hon. C. P. Chater, C.M.G., Messrs. D. M. Moses, C. S. Sharp and R. C. Wilcox, who offer themselves for re-election; Mr. D. Gillies has resigned his seat on his approaching departure from the Colony.

AUDITORS.

The Accounts have been audited by Messrs. Thos. Arnold and Fullerton Henderson. Mr. Thos. Arnold offers himself for re-election.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 19th March, 1902.

BALANCE SHEET—ONE YEAR—TO 31ST DECEMBER, 1901.

Capital and Liabilities.

Paid-up Capital		$ 2,000,000.00
Equalization of Dividend Fund		160,000.00
Sundry Creditors		4,792,189.03
Balance of Profit and Loss Account	$258,500.17	
Less Interim Dividend of 5% paid on 24th August, 1901	100,000.00	
		158,500.17
		$ 7,110,689.20

Assets.

Property Account, consisting of—		
East Point Refinery, Bowrington Refinery, Swatow Refinery, Hongkong Distillery, Site of Soo-kun-poo		$ 1,522,496.05
Cash		4,250.36
Raw and Refined Sugar, &c.		1,915,836.43
Spirits and Rum, &c.		8,709.87
Charcoal, Coal, Stores, &c.		233,884.62
Sundry Debtors		71,109.35
Shipments	$3,993,654.23	
Less Advances	639,251.71	
		3,354,402.52
		$ 7,110,689.20

PROPERTY ACCOUNT.

To Balance at Debit on 31st Dec., 1900		$ 1,505,725.80
„ New Machinery, &c.		16,770.25
		$ 1,522,496.05
By Balance at date		$ 1,522,496.05
		$ 1,522,496.05

PROFIT AND LOSS ACCOUNT.

To Commission		36,179.20
„ Remuneration to Consulting Committee		2,500.00
„ Auditors' Fees		750.00
„ Interest		89,359 83
		$ 128,788.93
„ Interim Dividend of 5% paid on 24th August, 1901		100,000.00
		$ 228,788.93
„ Balance		158,500.17
		$ 387,289.10
By Balance of Profit and Loss Account, carried from last year		11,800.16
„ Gain on Working		375,488.94
		$ 387,289.94

Hongkong, 19th March, 1902.

JARDINE, MATHESON & Co.,
General Managers.

We have examined the Books and Vouchers of the Company, and certify that the above Statements are in accordance therewith.

THOS. ARNOLD,
F. HENDERSON, } Auditors.

WALKING ON WATER.

Though considerable interest is manifested in the attempt of Capt. Grossman to walk, by means of his newly invented apparatus, on the Danube from Linz to Vienna, it falls far short of the intense excitement caused by an invention for walking on water in the Coronation year of George IV. In 1791, a Mr. Kent of Glasgow tested his apparatus on one of the newly-constructed wet-docks of Leigh, and the novelty of the circumstance drew immense crowds. The apparatus was in the form of a triangle, with a case of block-tin filled with air at each angle. After various evolutions on the water, the inventor crossed and recrossed the dock several times, fired guns, and satisfactorily proved to the crowd the practicability of his invention. Eighty years have elapsed since then, but still a preference is shown for walking on land, despite tender feet and the roughness of roads.

COTTAM & CO., ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES. [936a

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE NINETEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on SATURDAY, the 22nd March, 1902, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 22nd instant, both Days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th March, 1902. [306

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th March, 1902, at 3 P.M., at the CHAMBER ROOM, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ended 31st December, 1901.

By Order,
R. CHATTERTON WILCOX,
Secretary.

Hongkong, 17th March, 1902. [329d

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FOURTH ORDINARY, ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 27th March, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both Day inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 6th March, 1902. [278d

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddars Street, on THURSDAY, the 27th March, 1902, at 12.15 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 6th March, 1902. [279d

HONGKONG CRICKET CLUB.

LAWN TENNIS TOURNAMENT, 1902.

ENTRIES will CLOSE on TUESDAY, the 25th March. ENTRY LISTS will be found in the CLUB PAVILION.

Hongkong, 19th March, 1902. [337d.

WANTED.

JUNIOR CLERK, (ENGLISH), wanted by Large Shipping Firm in the Colony.

Apply to
"A.B.C."
C/o This Paper.

Hongkong, 19th March, 1902. [338d

WANTED.

FOR THE CANTON CLUB.

A LIBRARIAN capable of Revising and Re-organising the Catalogue of the Books—English, French, and German, in the Library. Appy, stating Salary required, to the

SECRETARY,
Canton Club.

Canton Club, 15th March, 1902. [328d

BRITISH NORTH BORNEO.

WANTED.

AS POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary $80 per mensem.

Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN.

17th February, 1902. [206d

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to

DIRECTOR OF PUBLIC WORKS,
SANDAKAN.

3rd February, 1902. [151d

WANTED.

A YOUTH to act as JUNIOR REPORTER, one with a knowledge of Shorthand preferred.

Apply by Letter to
"JOURNALIST,"
C/o This Office.

Hongkong, 8th March, 1902. [296d

HONGKONG SUBSCRIPTION LIBRARY.

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FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, ESQ., K.C.

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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordnance Office.

Hongkong, 28th December, 1901. [1413c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.50 P Cask of 375 lbs. Net ex Factory.
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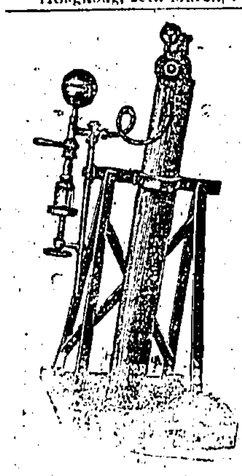
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J. S. VAN BUREN,
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Hongkong, 18th March, 1902. [1

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Hongkong, 12th March, 1902. [2

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Hongkong, 1st March, 1902. [9

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Roberts, C. A.	Young, Oliver
Ricketts, Miss J.	Young, Koi
Rozario, H. do	Yacob Yashak Bokal
Ricco, Madame	Young, Miss K.
Reale, G.	Young, Alex
Rodrigues, S. F.	Zahn, J. F.
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Allen, A. C.	Hlychaing
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Chanvingon	Kriparam
Chopteksenge	Kwongohwab
Daihing	Linchuang.
David	Lungtai
Drayton (2 telegrams)	Pollock
Dredging	Singwoo
Edwards, Raphael	Sperry
Evenburg	Tungyisoon
Francis Foy	Vanshinghang
Glenline	Wingo
Heongsiongcheong	Wolf

QUICK TRIP FROM VLADIVOSTOK.

The remarkably fast time of nineteen days and ten hours from the Siberian port of Vladivostok to San Francisco via Japan, says a San Francisco journal, was made by George Nisbet, a mining man, and V. Shirkoff, a Russian military officer, who arrived at 10 o'clock Thursday night on the steamer *Nippon Maru*. The time beats all previous records between the two ports by several days and shows the improvements being made in means of communication in the Far East. Nisbet's home is in Butte county, this State, but for the past two years he has been in Siberia in the employ of an English company known as the Exploration Company of Northeastern Siberia, Limited. His principal object, he says, was to find rich beach sands which were said to exist on the Siberian shore, but the search, at least for sands as rich as those at Nome, was fruitless.

"Our trip from Vladivostok," said Nisbet, "is declared by travelers and steamship people to beat the record. Mr. Shirkoff and I left Vladivostok at noon on January 25th on the Chinese Eastern Company's new steamer *Mongolia* for Nagasaki, and frequently on the run the *Mongolia* made seventeen knots an hour. The average was fifteen knots, but we arrived at Nagasaki three-quarters of an hour too late to catch the *Nippon Maru*. By taking a train for Yokohama we barely caught the steamer there, but the lines were being cast off, and it was necessary for me to run and shout to the captain before we could get aboard. Captain Greene kindly waited a moment for us, and here we are. The actual time from Vladivostok was nineteen days and ten hours."

A CURIOUS STORY.

A RAJAH TAKEN CAPTIVE TO BANGKOK!

A very curious story, says the *Siam Free Press*, which might end with grave consequences, if proved true, reaches us in connection with the King's trip to Singapore. We do not vouch for the accuracy of the statement, we simply give it as related to us, and, no doubt, there must be some foundation for it. The rumour is that on the way to Singapore, a Siamese gunboat was dispatched to Patani, and a body of soldiers were sent to search and arrest the Rajah and bring him on board. The mandate being carried out, he was there and then told that it was the King's pleasure that he would be brought a prisoner to Bangkok, whereupon the gunboat returned, and the prisoner is now, according to our informant, in "durance vile" under the charge of the authorities of the Ministry of the Interior—a prisoner—pending investigations. It seems that the charge is one of High Treason, as far as we can gather, as the Rajah, in question, had been a great friend of Siam's neighbours down there, into whose hands he has been playing a deep game, until the Siamese King found out almost too late that this Chief had nearly played the Siamese territory into the hands of the British Government altogether. Hence all the discussions that have appeared in the newspapers, threatening Siamese authority in those regions. It is said that the object of the Siamese Chiefs, was to throw off the yoke of the Bangkok Government altogether; and in this they have been seeking the assistance of their big neighbour who had not been slow to encourage this spirit of insubordination, and so things have come to the present pass. The gravity of this, if true, cannot be too much exaggerated and the consequences may prove to be very serious for Siam.

It is only the other day that the Straits papers declared that the Power which now "Overshadows" these States could not afford to stand idly by while any high handed proceedings were going on in the Malay Dependencies.

Whether the present is "high handed" or not, remains to be seen and no doubt it will be interesting to watch the whole proceeding. Of course, as we have already stated, we give the whole story as "hearsay," and we await more reliable information.

H.M.S. "KING EDWARD THE SEVENTH."

THE LARGEST BRITISH WARSHIP EVER PLANNED.

The new first-class battleship *King Edward VII.* whose keel plate has just been laid by the King, will be the largest ever built for the British Navy.

Three other battleships of the same class are to be laid down in March. In many respects they will be new departures. With all her coal and stores on board, the *King Edward* will displace about 17,000 tons. She will be 420ft. long, which is 30ft. shorter than the latest American designs, and 14ft. shorter than the big French ships of the *Patrie* class; but her comparative shortness is due to the fact that our Navy has always been against very long ships, probably because of their unhandiness. The *King Edwards* are to carry eight heavy guns. This is because of the advance in the art of hardening armour. She will mount two pairs of the new Vickers, 12-in. gun in strong turrets, forward and aft. These weapons are not called quick-firers, but they are really such, as they are capable of getting off two shots a minute. The weight of the projectile is 850lb., and it is driven from the gun with such force that it will pierce forty-two inches of iron or some thirteen inches of the best steel armour at present in existence. The guns will apparently be behind armour thirteen or fourteen inches thick of the best quality that can be made. They will be manœuvred electrically and by hydraulic power, while in the event of a breakdown they can be worked by hand.

The other four heavy guns will be mounted separately two on each broadside, in turrets protected by 6in. armour, or, if the weight allows, by an even greater thickness. They will be of 9.2in. calibre.

The other guns of the *King Edward* will be ten of 6in., each firing a 100lb. shot on an average four or five times a minute. There is, however, talk of replacing the 6in. weapon in the design by the far more powerful 7.5in. gun.

There will be the usual number of small weapons. As at present planned the *King Edward* is not so powerfully gunned as her American rivals of the same size. The new American battleships are to carry four 12in., eight 8in. and twelve 7in. guns, against the *King Edward's* four 12in., four 9.2in. and ten 6in. In battle the American would have a distinct advantage.

Against any ship as yet designed for a Continental navy she would possess a great superiority.

In protection the new ships will show a great advance. They will be the first modern British battleships to carry a complete belt of armour on the water-line. This is one of the results of the *Belleisle* experiments two years ago. The belt will be 9 in. thick at its thickest, and above it will be a layer of 8 in. plate. Above that again there will be 7 in. armour covering the 6 in. guns. All the plating will be face-hardened by the Krupp process. The engines are to be of 16,500 horse power, giving a speed of eighteen knots with ease, and the boilers will be Babcock and Wilcox watertube, pattern in two of the three ships, and partly of Babcock and Wilcox type in the third. Oil fuel will be carried in addition to 2,000 tons of coal, these being the first English ships of large size in which it has

been adopted, though it has been employed for ten years or more in foreign navies.

The cost of the ships will be £1,300,000 apiece. This is a good deal less than the £1,421,000 required for the French *Patrie* of nearly 2,000 tons smaller size, so that plainly we get good value for our money.

The advance in size of the modern battleship has been very marked in the last twenty years. It is to the Italians that the credit belongs of discerning the increased efficiency which comes with great dimensions. So far back as 1880 they launched the *Italia* of 15,600 tons and two years later the vessel known in their navy by the name of the *Grand Hotel Lebanto*, which was close upon 16,000 tons. Our own Navy under Sir W. White adopted battleships of very large size in 1889. The *Royal Sovereigns* of 14,150 tons were the first monster ships to be built for us, and in the *Majestic* class four years later the size was increased to 14,900 tons. Thereabouts it has remained for seven years, as the *Formidable* and *Queen* classes were only 15,000 tons.

France has taken to building ships of close upon 15,000 tons; Germany has gone from 10,000 to 13,000 tons; and the United States have advanced from 10,500 to 15,000, and even in their newest designs to 17,600 tons, though the latter are only in project.

STEAMSHIP SAILINGS.

The Board of Trade have received, through the Foreign Office, a memorandum by H. M. Commercial Attache at Berlin, stating that the steamers of the North German Lloyd Company to East Asia and Australia, on the branch line, Singapore—New Guinea—Sydney, are doubled, and the line from Hongkong to Sydney *via* New Guinea is abolished. As has already been announced, however, whilst the Lloyd service from Hongkong to Sydney ceases, the steamer *Oceana* belonging to the Jaluit Company will, under an agreement with the Imperial Chancellor, take up the Sydney-Hongkong route (instead of her hitherto usual round trip Sydney, Jaluit, Kussaie, Ponape, Ruk, Yap, Palau, Ponape, Jaluit, Sydney), and on the outward voyage will visit Jaluit (Marshall group), Kussaie, Ponape and Ruk (Eastern Carolines), Yap (Western Carolines), and on the return voyage Yap Herbertshöhe (German New Guinea)—Matupi (New Britain, Bismarck Archipelago) also if required—Ruk, Kussaie, Jaluit. The departures from the termini will take place regularly every 18 weeks, in connection with the East Asiatic and Australian mail steamers of the Lloyd line.

THE HANDY MAN'S SLANG.

There is a great deal of slang used in the Navy. For instance, sardines are called "sharks," a spoon is "gibby," a bluejacket is either "B.B," or a "matloe," or a "flatfoot." "Fanny Adams" is the stringy mutton served out from tins. According to the editor of the *Bluejacket and Coastguard Gazette* there is a certain class of names in the service, all of which have their distinctive soubriquets. For instance, all Greens are "Shiners," all Clarks "Nobbies," all Martins "Pinchers," all Millers "Dusty." The master-at-arms is called the "jointy," and his satellites, the ship's corporals, "crushers." A bluejacket never sleeps, but "catches the bird" or "carries six foot of planking." A man who is tipsy is said to be "tin-hatted." To be "brass rags" is to be the best of friends, because friends keep their brasswork cleaning rags in a joint rag-bag. Should the friends quarrel the bag owner throws his partner's rags upon the deck; hence "raggies" are friends, and "rag" is a term of endearment. If potatoes are peeled and put under a joint of meat the dish is referred to as "a schooner on the rocks." A man who is a good talker is said to be able to "spin a good yarn;" while on the other hand a boastful, pushing man is "always chawing his fat." Most of the officers have nicknames. In the Mediterranean Admiral Sir John Fisher is universally known as Jackie," and Rear-Admiral Lord Charles Beresford is known as "Charlie." The chaplain is always known as "Sky Pilot" or "Holy Joe," the doctor as "Saw Bones," the bandsman as "Windjammer," the captain as "Skipper," the gunnery lieutenant as "Gunnery Jack," and so on. If Jack refers to his sweetheart he speaks of his "long-haired chum."

ACCORDING TO THE PROPHETS.

From the number of prophetic almanacs annually published and the circulation they appear to enjoy, it is obvious, says Mr. B. Fletcher Robinson, in the London *Express*, that our prophets are not without honour in their own country.

The stars, from which the prophets draw their inspiration, are up to no good in the immediate future. To the casual observer there does not seem to be anything the matter with them; but, as a matter of fact, they are bilious and malevolent. I understand that Mars, Venus, and Saturn are in conjunction. I do not pretend to know what this means, but had they been in collision there could not be more fuss made about it.

Owing to the disgraceful condition of the heavens we are to expect a larger share of disasters than usual, including slumps on the Stock Exchange—due, doubtless, to the machinations of the Great Bear—several severe fires, peripatetic earthquakes, and threats of war from all the first-class Powers. The allegorical pictures with which "Old Moore," for example, heads his predictions are sufficient to make the boldest quail. There are enough skeletons to stock a first-class anatomical museum. They all mean something particularly unpleasant, although. "Old Moore" is often reticent as to the exact form in which the disaster will catch us. And neither "Zadkiel," "Raphael," nor "Moore's Original Edition," is more helpful or cheering.

"OLD MOORE'S FORECAST."

During the present month—so that we may expect to see it any day in the morning papers—there will come "tidings of really good omen from South Africa," for so says "Old Moore." I trust the venerable gentleman is correctly informed, but there is always De Wet to consider. In February "England will still be busy building more ships for the King's Navy;" but when is she not? "Death," it is also predicted, "will be at work among us this month." Now, really, Mr. Moore, is that so very unusual?

In March we hear that "a mysterious traveller will come from the East with tales of the most extraordinary character. He will be for a time well received, but eventually it will be discovered that this so-called explorer is nothing more than a plausible fraud."

This raises a nice legal point. Suppose a traveller does appear, and his stories are absolutely correct—for even the stars may make slight errors—will an action for libel lie against "Old Moore," who never allows him a chance of signing the necessary contract for their publication in a magazine?

There is going to be a discovery of a new animal in May, but this joyful intelligence is discounted by the death of a venerable nobleman. So are smiles and tears too often mingled in this mutable world.

THE PLOT THICKENS.

After June things go from bad to worse. A terrible domestic tragedy in Ireland will be followed by a sudden rising in South Africa. An outbreak of rabies in August will be discussed in Parliament. This will mean the recall of its holiday-making members from the grouse moors—a remarkable prophesy. Paris is to be agitated in September, and general lawlessness is to be rampant. There is going to be a legal case of great interest—but in what court? Will the Long Vacation be cut short?

A stormy October will lead us into a boisterous November. Socialism and Anarchy will be rampant, and Spain will be troubled—a safe prediction. In December the stars are a little kinder, and "Old Moore" assures us of happiness all round, as if he were concluding a three-volume novel rather than a prediction of real and "absolutely authentic" facts.

"Zadkiel" not only voices the stars, but forecasts the weather in detail. He is a gloomy fellow at his best. He holds a strong hand in earthquakes. These will alarm Hungary and Greece in January, in July they will annoy us in the north of England, and in September they will turn up smiling in Mexico and India. A few further extracts of interest.

Feb. 14.—Young ladies will receive offers of marriage.

In March "Earl Rosebery gains in favour and honour."

In April a rupture with a foreign Power is almost inevitable.

In August Spain will suffer affliction, and in November she is again disturbed.

In fact, all the almanacs make a dead set on Spain, which is always safe for a riot at any time of the year.

RAPHAEL, THE MISOGANIST.

"Raphael's Almanac" prints an everyday guide, which goes into great detail. It is really very hard on the fair sex: For instance, in February, it is—according to this misoganist of a prophet—well to avoid them on February 3, 10, 15, 20, and 28. The reason is not stated, but such a prediction is at least on the safe side.

In other matters the advice of his "Every Day Guide" is remarkable. It is couched in quaint language, obviously designed to impress.

Taking a selection from the present month, we discover some amazing advice, which if followed would tend to upset our methods of doing business in the City. The Stock Exchange "selling before 2 p.m." and doing nothing after, or the entire staff of a firm "avoiding superiors" and keeping quiet, would be a remarkable and instructive spectacle.

Here is the extract:—

12. Sunday—Court, marry, and visit thy friends.
13. Very uncertain all day.
14. Keep quiet until 2 p.m.; then travel, ask favours, seek work, and push thy business.
15. Travel, sign writings, and push thy business.
18. Be careful this day.
19. Sunday—Ask favours and visit thy friends before 3 p.m.
22. Be careful.
23. Sell before 2 p.m.; do nought else.
24. Avoid superiors and keep quiet.
25. Do not buy or speculate.
27. Ask favours before noon.
28. Keep quiet until the evening; then court and ask favours.
31. Avoid superiors and keep thyself quiet.

"Raphael," like "Zadkiel," has his eye on Spain, for whom he predicts misfortunes in January, March, April, July, August, November, and December. Those who live in that country may expect a lively time, that is evident. Our prophet also foretells a great earthquake year, an epidemic of suicides in March, a vast amount of sickness in April and May, an increase of drunkenness in June—due, no doubt, to the weather, which will be sultry and thundery—trouble in India in August, fierce storms in October, and conspiracies, crimes, and robberies in December.

I do not wish to be hard on these gentlemen whose names are so impressive and dignified. But there are two lines of Milton that can be applied, not inappropriately, to their annual productions. Our prophets have reached a point when—

"... old experience of attain
To something like prophetic strain."

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THE SECOND VOLUME of BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 15/16 down to 1/8d, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from £999 down to £1, and from 19/11 down to 1d or from $999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under $1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready, means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879,17.11 into Dollars at Exchange 1/10 1/16:—

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THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY SOFT SOAP. JEYES FLUID DISINFECTANT SOAP.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1898 [21

ST. JOSEPH'S COLLEGE,
HONGKONG.
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over $15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IDZUMI MARU ..... C. H. Butler	BOMBAY, VIA SINGAPORE, and COLOMBO	TO-MORROW, 21st Mar., at Noon.
SANUKI MARU..... W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Mar., at Daylight.
HIROSHIMA MARU ..... T. Murai.....	KOBE and YOKOHAMA	MONDAY, 24th Mar., at Noon.
IYO MARU* ..... S. J. G. Parsons.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar., at 4 P.M.
INABA MARU ..... W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Daylight.
KAGOSHIMA MARU ..... K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 28th Mar., at Noon.
YAWATA MARU..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Noon.
KUMANO MARU ..... E. W. Haswell.....	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 3rd April, at 4 P.M.
KINSHIU MARU* ..... F. L. Pyne	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 7th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.
A. S. MIHARA, *Manager.*
Hongkong, 18th March, 1902 [5

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 25th March, 1902, in the afternoon, the Company's Steamship "OCEANIEN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with the s.s. *Annam*, which vessel takes on her Passengers and Mails leaving that Port on the 5th April, Direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 23rd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 19th March, 1902. [1004c

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt.....	Mar. 26
Olympia	2,837	J. Truebridge	April 5
Glenogle	3,750	G. E. Warner	April 26
Duke of Fife ...	3,821	J. S. Cox.....	May 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED, General Agents.
Hongkong, 15th March, 1902. [3

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901 [520c

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS).
THE Steamship
"ORIENTAL,"
Captain F. N. Tillard, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 29th instant, at Noon, taking Passengers and Cargo for the above Ports.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 15th March, 1902. [4

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [25

To be Let.

TO LET.
STONY BROOK COTTAGE (with Garden), No. 4, LOWER RICHMOND ROAD.
Apply to Chinese Dept. of
A. S. WATSON & Co., LTD.
Hongkong, 17th March, 1902. [331d

TO LET.
OFFICES in Ground Floor of DES VŒUX ROAD and ICE HOUSE STREET.
For Particulars, apply to
THE MEDICAL HALL,
70, Queen's Road Central.
Hongkong, 4th March, 1902. [297d

TO LET.
HOUSES in CLIFTON GARDENS, CONDUIT ROAD.
GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th March, 1902 [209c

TO LET.
"THE KENNELS" MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th March, 1902. [212d

TO LET.
A HOUSE in KNUTSFORD TERRACE, Kowloon. From the 1st of April.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1902 [255d

TO LET.
FOURTEEN EUROPEAN HOUSES, Nos. 14, 18, 20, 22, 24, 26, 28, 34, 36, 38, 42, 44, 46, and 48, LEIGHTON HILL ROAD.
Apply to
THE HONGKONG & KOWLOON LAND & LOAN CO., LD.
No. 8, Queen's Road West,
Hongkong, 22nd February, 1902. [224d

TO LET.
GROUND FLOOR of GODOWN No. 1, New Praya, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th February, 1902. [194d

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"CHANGCHOW"	21st March.
NINGPO and SHANGHAI	"KIUKIANG"	22nd March.
NINGPO and SHANGHAI	"SHANSI"	24th March.
SHANGHAI	"WOOSUNG"	25th March.
SHANGHAI	"WHAMPOA"	27th March.
TIENTSIN	"NANCHANG"	27th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"*	29th March.
	"CHINGTU"*	24th April.
KOBE	"CHINGTU"*	3rd April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

7]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"DIOMED"	20th. March, 1902.
"	"MACHAON"	3rd. April, "
"	"IXION"	11th " "
"	"ACHILLES"	17th " "

HOMEWARDS.

FOR LONDON.

"ANTENOR"	1st April, 1902.
"DARDANUS"	15th " "
"DIOMED"	29th " "
"MACHAON"	13th May, "

FOR LIVERPOOL(DIRECT), (Taking Cargo at LONDON RATES).

"CALCHAS"	9th April, 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

8]

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between
HONGKONG AND PORTLAND (OR.,)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.,) on or about the 20th April.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 19th March, 1902. [1266c

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIGI MARU"	T. Kitano	SUNDAY, 23rd March.
FOR FOOCHOW*	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 26th March.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 30th March.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 2nd April.

* *Vid* SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 19th March, 1901. [1379c

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Neigre, will be despatched for the above Ports, on or about SUNDAY, the 23rd instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th March, 1901. [1004c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 25th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th March, 1902. [334d



TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons,

Captain Tate, will be despatched hence for MANILA, on or about TUESDAY, the 25th instant, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Prince's Buildings,
Ice House Street.

Hongkong, 19th March, 1901. [1718d

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"
of the NORDDEUTSCHER LLOYD.
Captain P. Grosch, due here with the outward German Mail about the 22nd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 18th March, 1902. [6



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA,"

Captain Craglietto, will leave for the above places, on THURSDAY, the 27th instant.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 18th March, 1902. [335d

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON"	On 29th March.
"MORVEN"	On 19th April.
"MOGUL"	
"MACDUFF"	
"SATSUMA"	

For Freight and further Information, apply to

DODWELL, & Co., LIMITED,
Agents.

Hongkong, 19th March, 1902 [3394

Masonic.



EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, on MONDAY, the 24th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 17th March, 1902. [327d

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALTA,"

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessels bring on Cargo:—

From London, &c., *ex* S.S. *Britannia*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

From Calcutta, *ex* S.S. *Palawan*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 15th March, 1902. [4

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MARISTOW,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 17th March, 1902. [324d

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 17th March, 1902. [1

NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain Liddle, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.
"SHIRE LINE."

Hongkong, 18th March, 1902. [336d



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"INDIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This steamer brought Cargo ex s.s. *Imperator* and *Imperatrix*.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 19th March, 1902. [1114

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, *ex* S.S. *Assyria*.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 17th March, 1902 [4

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

24]

EDUCATION:
WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Half term, March 15th.
Summer term begins May 5th.

PRINCIPALS:—

HERBERT L. BEER, London University, L.C.P., *Sometime Assistant Master of Truro College, Cornwall.*
CHAS. E. BEER, London University, L.C.P., *Late of Queen Elizabeth's Grammar School, Blackburn, Lancs.*

20th February, 1902.

C. E. WARREN,

BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Price on Application. [558c

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September, 1901. [958c

WO SHING.

PRINTER, BOOKBINDER AND
RUBBER STAMP
MANUFACTURER.

Moderate Prices.

No. 29, Pottinger Street.

Hongkong, 28th January, 1902. [121d

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 24 & 26, Queen's Road Central. [37

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1898. [45

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the Chest, **Lungs** and **Bronchial Tubes**, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the **Cough**, Spitting of blood and **Nightsweats**, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. **Beware of Imitations.**

GRIMAULT & Co, Paris. Sold by all Chemists

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [48

Intimations.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901 [126

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [960c

Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.

Cable-Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Ombilien Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1008c

SUBMARINE FOG-SIGNALS.

EXPERIMENTS IN ENGLAND.

A system of submarine fog-signalling somewhat similar to that tried in Boston Harbour last year is to be the subject of experiment off Egg Rock, Lynn, where a bell is being fixed so as to be rung about fifty feet under water. The bell is to be hung below a buoy, which will be moored in fifteen fathoms of water by mushrooms and guy chains, so that it cannot swing round, and will be struck by electricity from the Egg Rock Light Station, where a power house is already established. The bell will be under the control of an operator on the island, who can sound it as and when required. The theory, the *Shipping World* points out, is that the bell being under water its sound may be heard by persons on shipboard at a much greater distance than if the bell was suspended in the open air, while for the same reason its noise cannot be objectionable to persons residing in the vicinity. As the result of experiments, it is said that a person placing an ear against a rod held in contact with the hull of a vessel will be able to hear the bell three to five miles away; in fact, it is believed that the ringing of the bell will be heard at a distance of ten or twelve miles. However that may be, the experiments at Egg Rock will be watched with considerable interest by all mariners, and should the experiment prove a success no doubt other submarine bells will soon be placed.

So successful were the American tests that further trials are it is stated, to be made with two bells submerged at either side of the entrance to Boston Harbour, and connected electrically with the shore. The bells will sound different numbers of strokes, and so can easily be identified. They are to be so placed that a line drawn upon the chart along a course leading directly to the beginning of the harbour channel will also trace the course where the two bells will be heard simultaneously. Thus if the navigator hears either bell first it is evident that he is off his proper course and by calculating the speed of sound under water the interval between the sounding of the two bells will show the distance from the course in one direction or the other at any given moment. Such a system in connection with a signal code also offers, of course, a means of communication between lightships and other vessels, or between the ship and the shore.

Shipping.

Arrivals.

TYDEUS, British steamer, 4,789, Barwise, 19th Mar.,—Amoy 18th Mar., General.—Butterfield & Swire.

YANGTSZE, British steamer, 4,149, H. S. Allen, 20th Mar.,—Liverpool and Glasgow 9th Feb., General.—Dodwell & Co., Ld.

HOIHAO, French steamer, 509, M. Merlees, 20th Mar.,—Pakhoi 17th Mar., and Hoihow 19th, General.—A. R. Marty.

HIROSHIMA MARU, Japanese steamer, 2,035, T. Murai, 20th Mar.,—Bombay 3rd March, Cotton Yarn, &c.—Nippon Yusen Kaisha.

MATHILDE, German steamer, 6,00, S. Wirring, 20th Mar.,—Tsingtau 14th Mar., General.—Chinese.

PENARTH, British collier, 1,815, W. H. West, 20th Mar.,—Wellington 18th Feb., Coal.—Admiralty.

Clearances at the Harbour Office.

Hoi Ho, British str., for Canton.
Changchow, British str., for Tientsin.
Eastern, British str., for Macao.
Haimun, British str., for Swatow.
Riojun Maru, Japanese str., for Kobe.
Tydeus, British str., for Singapore.
Loongmoon, German str., for Shanghai.
Prometheus, British str., for Shanghai.
Peluse, British str., for Foochow.
Bakan Maru, Japanese str., for Canton.
Zafiro, British str., for Manila.
Flintshire, British str., for Shanghai.
Pak Kong, British str., for Canton.
Nanshan, British str., for Swatow.
Atlas Craig, British str., for Moji.
Pakling, British str., for Saigon.
Yangtsze, British str., for Shanghai.
Idzumi Maru, Japanese str., for Singapore.

Departures.

Mar. 20, *Hatching*, British str., for Swatow.
Mar. 20, *Nanshan*, British str., for Swatow.
Mar. 20, *Progress*, German str., for Touron.
Mar. 20, *Meefoo*, Chinese str., for Chinkiang.
Mar. 20, *Zafiro*, British str., for Manila.
Mar. 20, *Wingsang*, British str., for Shanghai.
Mar. 20, *Kiangsi*, American str., for Moji.
Mar. 20, *Promatheus*, British str., for Shanghai.
Mar. 20, *Loongmoon*, German str., for Shanghai.
Mar. 20, *Eastern*, British str., for Australia.

Passengers—Arrived.

Per *Tydeus*, from Amoy—2,205 Chinese.
Per *Hoihao*, from Pakhoi, &c.—120 Chinese.
Per *Yangtsze*, from Singapore—500 Chinese.
Per *Mathilde*, from Tsingtau—Mr. H. von Moslowsky.

Departed.

Per *Kiautschou*, for Singapore—Mr. and Mrs. van Heemstede Obelt, and Mr. Max Fleischer. For Penang—Mr. and Mrs. A. Boning. For Colombo—Miss H. C. Mould, Mr. H. Ryrie, and 6 Chinese. For Aden—Lt. Gusmao. For Port Said—Vice-Cousul and Mrs. F. H. Habe. For Gebraltar—Gen. and Mrs. Silvano. For Genoa—Mrs. H. Schubart, His Excellency Conselheiro & Lady, Hortne Costa, son and European maid, Mrs. N. A. Siebs, Miss F. Siebs, Miss M. Heidelberg, Mr. and Mrs. O. von der Heyde and children, Mr. and Mrs. M. S. Clark, Mrs. Lehmann Messrs. H. Frankel and G. Ishizawa. For Southampton—Mr. E. T. Hodgkinson. For London—Mr. and Mrs. James Rock, Messrs. C. S. Geddes, Wm. Symonds, E. S. Sargeant, Mrs. Geo. W. Playfair and daughter, Mrs. Percy Scott and baby.

Per *Zafiro*, for Manila—Misses Clothier, E. Clothier, Messrs. S. C. Clothier, Macondray, J. Kennedy, O. Batt, Rev. Burke, Mrs. Ziller, Messrs. W. Van Baskirk, J. Brown, Mr. and Mrs. L. K. Hirsch, Messrs. Tin Chin Cun, Lao On, Lieut. Decker, Messrs. S. J. Grant, G. C. Graville, T. S. O'Leary, W. D. Baxter, J. B. Dexter, T. D. Harris, F.C. Stratford, J. S. Michael, Mrs. N. Roos, Miss Iranstater, Messrs. G. Prinentel, M. Suarez, Mr. Kong Sang Lee, Mrs. A. Lin and infant, Mrs. J. Cristobars, Messrs. Nui Lim, Clum Lim and infant, H. Mon, Chy Pac Ly, F. Amagastad, S. Saunente, J. Tatam, and 56 Chinese.

SHIPPING REPORTS.

Captain Barwise, of the steamship *Tydeus*, from Amoy, reports:—Fine weather.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Australia*, connecting with the steamer *Bengal*, at Colombo, from London, Feb. 21—To Yokohama: Mrs. Osborne, Misses Osborne (2), Mr. Parke, Mr. and Mrs. Plant and child. To Shanghai: Lieut. G. Newcomer, Mr. H. Hannay. To Hongkong: Mrs. Bremner, Messrs. C. A. Parker, E. J. Denyer, H. Menhenitt, Mrs. Robinson and child, Messrs. C. E. Dahlgren, W. J. Anderson, W. L. Martin. From Marseilles.—To Kobe: Mr. J. N. Penlington. To Shanghai: Mr. McKendrick. To Hongkong: Mr Treadgold. From Port Said.—To Hongkong: Mr. E. V. Scott. From Colombo.—To Manila: Mr. and Mrs. B. M. Clark.

Per P. and O. steamer *Rome*, connecting with the steamer *Victoria*, at Colombo, from London, March 7.—To Shanghai: Messrs. W. Ross, E. W. Mitchell. To Hongkong: Mrs. Kinross and 3 children. From Marseilles.—To Shanghai: Mr. J. G. Kipling, Mr. and Mrs. A. W. Burkill. To Hongkong: Mr. Hart-Buck, Mr. J. R. M. Smith. From Colombo.—To Yokohama: Mr. H. Bell.

Per P. and O. steamer *Java*, from London, March 8.—To Shanghai: Mrs. Oswald, Miss Ripley. To Hongkong: Mrs. A. H. Huke.

Per Messageries Maritimes steamer *Polynesien*, connecting with the steamer *Varra*, at Colombo, from Marseilles, Feb. 23.—To Shanghai: Mr. J. Poulsen:

Per Messageries Maritimes steamer *Ville de la Ciotat*, connecting with the steamer *Tonkin* at Colombo, from Marseilles, March 23.—To Shanghai: Mr. and Mrs. Rocher, Mr. G. Thiel. To Hongkong: Mr. Andrew Millar.

Per Norddeutscher Lloyd steamer *Stuttgart*, from Hamburg, Feb. 6, and Southampton, Feb. 11.—To Shanghai: Mr. W. Campbell, Miss Fishe, Mr. Geo. Houston, Miss Mellor, Miss Oskeshott, Miss Rasmussen, Mr. and Mrs. Squire and children. To Tsingtau: Mr. Kurt Kröher. To Tientsin: Mr. Ed. Julien, Mr. A. Werbrouck. To Hongkong: Mrs. A. Brandstetter, Mrs. Menzell, Mr. and Mrs. H. D. C. Jones and family. From Gibraltar.—Yokohama: Mrs. S. Crofts. From Genoa to Yokohama: Mr. W. Coblitz, Mr. F. W. Y. Morrison, Mr. and Mrs. Vautier and children, Mr. H. Schnder. To Shanghai: Mr. H. Finscher, Mr. and Mrs. P. Grevedon and son, Mr. and Mrs. W. Noyes Morehouse, Mr. J. M. Moorhead, Mr. C. B. Rickett. To Hongkong: Dr. M'Phun. To Herbertshohe: Miss Joh. Heider, Mr. Hostermann. From Singapore.—To Yokohama: Mr. Ernst Köppen.

Per Norddeutscher Lloyd steamer *Konig Albert*, from Bremen, Feb. 20, and Southampton, Feb. 25.—To Yokohama: Mrs. Power, Misses Langlands, Colonel H. Burton, Mr. and Mrs. G. P. Holme, Mr. and Mrs. W. N. Wright, Messrs. Ford, Hunter, Karlsson, Carlen, Anderson, Hoeglands, Mr. and Mrs. Claxton and party. To Shanghai: Mr. and Mrs. W. C. C. Anderson, Mr. Strange, Mr. and Mrs. A. F. H. Moule, Mr. Fulton and child, Miss Crooks, Messrs. F. B. Desborough, P. F. David, Rev. — Macintyre, Mr. and Mrs. M. Beallot and family, Mr. H. F. Morris, Mrs. Baetsler, Mr. Shaw, Mr. Ost, Mr. and Mrs. Claxton and party, Rev. and Mrs. J. Macintyre, Messrs. Shrappell and Arnold. To Hongkong: Messrs. Moxon, Macdonald, Duncan, Mrs. Packham and children, Mr. and Mrs. Greaves, Miss Dugdale, Mr. and Mrs. H. H. Todd and children, Mr. and Mrs. R. T. Wright and child, Miss S. Danby, Miss H. Menary, Mr. E. A. Hankey.

Per Nippon Yusen Kaisha steamer *Inaba Maru*, from London, Feb. 14.—To Yokohama Misses E. Brewin, A. Arnold, E. and F. Miller, E. Kelly, Messrs. A. Boyle, N. Kitamura. To Kobe: Mr. I. Ando, Mr. T. Mizutani. To Shanghai: Mr. Mariette, Miss A. King. To Hongkong: Major W. and Mrs. Denny, Mr. C. H. Grace, Mr. and Mrs. E. J. Main, Messrs. A. E. Pearson, G. Mackenzie, F. Mojis, W. Freeman, Miss E. Cotts, Messrs. T. Lee, H. Bruce, H. Walpole. To Manila: Mr. H. Price.

AGENDA.

Gospel Hall.

6 Arsenal Street, Top Floor, Off Queen's Road, East.

Meetings are held as follows:—

SUNDAY,
Acts 2.42 ..... 11 a.m.
Gospel Address ..... 6 p.m.
TUESDAY,
Soldiers & Sailors Bible Class. 6 p.m.
THURSDAY,
General Bible Class ..... 6 p.m.
SATURDAY,
Prayer Meeting ..... 6 p.m.
A Hearty Welcome given to all.

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.91	29.78
Temperature	77	75
Humidity	73	79
Rainfall	—	—

SHIPPING AND MAIL NEWS.

MAILS DUE.

German *(Stuttgart)* 22nd inst.
French *(Yarra)* 23rd inst.
Indian *(Laisang)* 25th inst.
American *(Nippon Maru)* 26th inst.
American *(Peru)* 2nd prox.
American *(Coptic)* 10th prox.

* * *

The N. P. S. Co.'s steamer *Tacoma* from Yokohama for Tacoma yesterday on the 19th inst.

* * *

The Glen Line steamer *Glenlocky* from Antwerp Middlesbro and London left Singapore on the 19th inst., and is due here on the 25th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Skramstad ..... at Kowloon Dock.
Isla de Cuba ..... " " "
H.M.S. *Humber* ..... " " "
Kate ..... " " "
Kaiserin Augusta ... " " "
Peluse ..... " " "
U. S. S. Monadnock. " " "
Lycemoon ..... " Cosmopolitan "
Doric ..... " " "
Chowtai ..... " Aberdeen "

* * *

PASSED THE CANAL.

Outward—21st Feb.—(Austrian) *Silesia, Lena.* 26th Feb.—*Japan, Segovia.* 4th March—*Benlarig, Laos, Macduff, St. Bede, Adelheid, Athesia.*

Homeward—14th Jan.—*Achilles.* 17th Jan.—*Ixion, Suevia.* 28th Jan.—*Java, Acara, Wakasa Maru.* 21st Feb.—*Varra, Peleus.* 26th Feb.—*Afridi, Marie Valerie.* 4th March—*Patroclus.*

Arrivals at Home—2nd Jan.—*Socotra.* 3rd Jan.—*Longships.* 7th Jan.—*Inaba Maru.* 10th Jan.—*Dardanus.* 14th Jan.—*Satsuma, Susquehanna, Anapa Machaon, Stuttgart, Marquis Bacquehem.* 21st Jan.—*Adana, Ville de la Ciotat, Hitachi Maru.* 24th Jan.—*Marburg.* 27th Jan.—*Borneo.* 28th Jan.—*J. F. Chapman, Konig Albert.* 21st Feb.—*Deucalion, L. Schepp.* 26th Feb.—*Strassburg, Nurnberg, Korea.* 4th March—*Hawyman, Launberga, Llanuno, Caledonien, Sado Maru, Lennox.*

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

February 12th.

The officers of the s.s. *Lien Shing* are:—Capt. W. O. M. Young, chief officer G. J. L. Netherton, 2nd officer J. C. Daily, chief engineer J. Gillies, 2nd engineer J. Davidson, 3rd engineer W. Elder.

February 26th.

The officers of the s.s. *Tacoma* are:—M. Ridley chief officer gone on leave A. E. Hargreaves, chief officer transferred from s.s. *Victoria* A. B. Shiels, 2nd asst. engineer gone on leave Wm. Morck, 2nd asst. engineer.

March 4th.

The officers of the s.s. *Hang Sang* are:—Chief officer Mr. T. Aurther, 2nd officer Mr. H. E. Gilroy, 3rd officer Mr. C. A. Robertson, chief engineer Mr. Tom Kerr, 2nd engineer Mr. S. Baker, 3rd engineer Mr. Sutton, 4th engineer Mr. Wilson.

March 8th.

The officers of the s.s. *Catherine Apcar* are—Mr. R. Wilson, Taylor 3rd officer promoted and 2nd officer in place of Mr. R. E. Toms, 2nd officer resigned and Mr. H. Campbell, engaged as 3rd officer.

March 10th.

The officers of the s.s. *Kweiyang* are:—Chief officer E. L. Monkman, 2nd officer W. J. Bright, chief engineer Mr. Ellis, 2nd engineer Mr. Hall, 3rd engineer E. J. Evans.

The officers of the s.s. *Candia* are:—J. D. Andrews, R.N.R., chief officer J. Gaunt, 2nd officer M. Taylor, 3rd officer G. Rundell, 4th officer P. M. Bluck, 5th officer G. Byron, chief engineer Jno Whyte, 2nd engineer R. Whittaker, 3rd engineer W. Watkins, 4th engineer E. Wott, Asst. Jno Anderson, T. Logan, T. Abbot, F. Fitz Gerald.

March 13th.

Capt. W. H. Lunt, formerly commander of the same Company's steamer *Fushun*, had been transferred to s.s. *Meefoo*.

March 14th.

Mr. F. M. Roxby, 3rd officer of s.s. *Bombay* has been transferred to s.s. *Arabia*, and Mr. A. Roddick, is at present 3rd officer.

The officers of the s.s. *Ness* are:—Chief officer H. J. Charters, 2nd officer S. Pollard, 3rd officer N. R. Bennett.

EXCHANGE.

Hongkong, 20th March.

ON LONDON, Telegraphic Transfer	1/9 5/16
" Bank Bills, on demand	1/9⅝
" Credits, 4 months' sight	1/9⅝
" D'ments, 4 months' sight	1/9⅝
ON BERLIN, (demand)	M. 1.82½
ON PARIS, Bank Bills, on demand	2.24
" Credits, 4 months' sight	2.27½
ON NEW YORK, Bank Bills, on demand	43⅛
" Credits, 30 days' sight	44
ON BOMBAY, Telegraphic Transfer	132⅛
" On demand	133⅛
ON SHANGHAI, Telegraphic Transfer	73½
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	14⅞ prem.
Sovereigns, Bank's Buying Rate	$11.14
Gold Leaf, 100 touch, per tael	17.70
Bar Silver	24 13/16
Dollars	nom.

VISITORS AT THE HONGKONG HOTEL.

Allan, Mr. and Mrs. Cameron
Allan, Mr. and Mrs.
Andrews, D. W.
Angus, Mrs.
Bailey, W. S.
Barlow, B. J.
Barlow, F. C.
Bell, J. T.
Belden, H. A.
Beringer, Dr.
Black, J.
Blockson, Mr. A. P.
Bonner, E. A.
Bonnet, F.
Borch, Mr. van
Boutinon, L.
Bovet, Mr.
Bower, Dr.
Buttanshaw, Major
Buttrich, C. G.
Cameron, D. H.
Chadwick, O.
Clark, Dr. F.
Clarke, Mr. & Mrs. M. A.
Clementi, C.
Cockroft, E. T.
Cole, G. C.
Colson, J. S.
Cooper, Capt.
Crago, Dr. J. M.
Cref, B.
Davies, Mrs. W. and child
Dempster, Mr. & Mrs.
Dempster, Miss
Depincé, Mr. and Mrs.
Drayton, J. C.
Edwards, F. W.
Evans, N. G.
Everleigh, Mr.
Farley, E. C.
Ferguson, E. M.
Ferguson, Miss
Ferguson, W. G.
Fisher, H. G.
Fitzgerald, Miss
Garvey, Mr. and Mrs. C. H.
Geller, Mrs. G.
Glover, C.
Grant, John
Hamersly, B. F.
Hanson, B. E.
Harris, W. F.
Heaps, E. O.
Heckford, R. G.
Hills, T. W.
Hobden, Mr.
Hollingsworth, A.
Howard, Thos.
Howkins, Mr. and Mrs. H. L.
Hughes, W. K.
Hunt, Mr. and Mrs. T. and maid
Jeffries, Mr.
Jenkins, S. L.
Johansen, Mr. and Mrs.
Johns, Mr.
Joseph, Mr. and Mrs. E. S.
Jottrand, Mr. and Mrs.
Judell, Mr. and Mrs.
Katsch, E. A.
King, Major H. S.
Kunan, Mr.
Layard, Mr. & Mrs. B.
Mackie, Gordon
MacLeod, (2) The Misses
Marlow, W. T.
Martin, J.
McCarty, H. E.
Merecki, J.
Michael, S. J.
Milton, Mr. and Mrs.
Parfitt, W.
Pearse, Dr. W. W.
Pech, L.
Phillips, T. M.
Pinckerle, E.
Pitcher, A. J.
Radcliffe, R.E., Capt.
Robertson, W. R.
Snewin, E. A.
Symington, J. R.
Taylor, D. G.
Taylor, W. E.
Thomson, Dr. J. C.
Unsworth, Capt. & Mrs.
Walker, W. B.
Warburton, H. C.
Watkins, C. A.
Whiley, W. J. G.
Woods, Miss
Woollen, J. J.

VISITORS AT THE CONNAUGHT HOTEL.

Aimie, Miss
Alfred, Mrs.
Arnold, Miss
Carlton, Mr.
Caston, Mr. & Mrs.
Clutton, Mrs. M.
Clutton, Miss B.
Comrie, A. F.
Curtis, Miss
Dallas, Mr. and Mrs.
Fairchild, Mr.
Godwin, Mr.
Gonsalez, Mr.
Gumpert, Mr. and Mrs. E.
Hindmarsh, Mr. & Mrs. T. W.
Homan, Miss
Ingles, Mr.
Ironside, Mr.
Knight, Mr.
Koelle, W.
Lee, Miss
MacKenzie, Mrs. C.
McMillan, A. C.
Moffatt, G.
Munro, Mr. and Mrs.
Pontifex, E. C.
Pulford, Mr.
Riley, Mr.
Robinson, Mr. & Mrs. A. E.
Ross, Miss
Rosie, Miss
Rose, Miss Charlton
Shrout, Mr.
Smith, Mr. and Mrs. D. L.
Smith, S.
Stanford, W. E. D.
Stewart, Charles
Stodart, Mr.
Sutton, Mrs.
Wallance, Mr. and Mrs.
Vernon, Miss
Watson, Major & Mrs. J. J. C.
Wild, Mr. and Mrs.
Wilson, J. A.
Witton, Mr. and Mrs. G. F.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James
Benson, Capt. and Mrs.
Bewley, R.A.M.C., Capt.
Blood, G.
Bonnar, J. W. C.
Brabazon, Ralph A.
Brayne, H. F. R.
Brown, R.E., Col. L. F.
Bryant, G. H.
Cameron, Mr. and Mrs. Allan
Cartwright, Miss
Chapman, Mr. and Mrs. A.
Coppin, A. G.
Dann, Mr. and Mrs. G. H.
Drayson, Mr. & Mrs.
Ducker, R. N.
Ducker, Miss
Ducker, Miss M.
Dunsford, Mrs. & child
Edmondston, E. B.
Ezekiel, J. S.
Ferrier, A.P.D., Lieut.-Col. and Mrs.
Forbes, Andrew
Grimble, Geo.
Hamilton, Major
Hewett, A.P.D., Capt.
Houten, L. von
Hughes, R.A.M.C., Lt.-Col.
Hunt, Mrs. Leigh, child and maid
James, R.A., Major and Mrs.
Jeffries, H. N.
Johnson, C.R.A., Lieut.-Col. R. F.
Libeaud, Mrs.
Libeaud, E. V.
Lyne, R.N., Lt.-Comdr.
Lyne, Mrs.
Martin, R.
May, A. J.
McDermott, A. P.
Miller, Mr. and Mrs.
Mitchell, Robert
Nattall, B. W.
Osborne, R.A., Major
Perfect, G. Grosvenor
Pitt, R.N., Mr. John Ross, Alexander
Rumsey, R.N., Hon. R. Murray
Sawer, Mrs.
Sherbrooke, R.N., Lt. H. G.
Sherbrooke, Mrs. H. G.
Sinclair, A.
Spalckhaver, W. C. C.
Stokes, A. G.
Terrell, Mr. and Mrs. H. D.
Thomson, J. S.
Woods, Miss
Wheeler, W. H.
Wheeler, Colonel
Wise, Hon. and Mrs. A. G. and child
Wright, Dr. and Mrs. Bateson

CRAIGIEBURN.

Bridges, Miss M.
Bridges, Miss P.
Brown, Mr. and Mrs. H. Matheson
Georg, Mr. and Mrs. C.
Grant, G. C. L.
Helms, W.
Ough, Mr. and Mrs. A. H.
Prynne, Capt. and Mrs.
Simpson, Capt. & Mrs.
Surplice, Mr. and Mrs. F. R. C.
Whitty, R.A.M.C., Major M. J.
Whitty, Mrs. M. J.
Whitlow, Mr. & Mrs. A.

VISITORS AT THE QUEEN'S HOTEL.

Ahrens, H.
Bartling, W.
Botsch, B.
Edmunds, Mr. & Mrs. E. and child
Fair, A.
Hubbe, F.
Hussian, Mr. and Mrs. and child
Jacob, Mrs. and child
Knülke, A.
Lavin, Lieut.-Col. and Mrs.
Nobbs, A. P.
Patrick, A. N.
Reddock, R.
Rex, Mr. & Mrs. A. B. and 2 children
Roberts, A. G.
Robnett, Mrs. John D. and child
Simson, R.N., Lt. and Mrs. Spicer
Stansbury, R.N., Lieut. and Mrs. and child
Vert, M. A.
Wisheit, Mrs. H.

VISITORS AT THE KOWLOON HOTEL.

Anderson, W. (Impl. M. Customs)
Anderson, Capt. and Mrs. (H.K.R.)
Barrett, Lieut.
Bowen, Mr. & Mrs. J. R.
Campbell, Capt. G. D. (H.K.R.)
Clautier, C.
Crockett, Mrs.
Crockett, Miss
Grant, E. F.
Granville, Geo.
Hebden, S.
Nilsen, Capt. O. J.
Riegen, V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 20th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Copomation	$ 125	$590
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 8	$26½ buyers
Do. Founders	£ 1	$10
Marine Insurances.		
Union Insurance Society of Canton, Limited	$ 50	$380 sales
China Traders' Insurance Company, Limited	$ 25	$54 sellers
North China Insurance Company, Limited	£ 25	Taels 190 buyers
Yangtsze Insurance Association, Limited	$ 60	$134½
Canton Insurance Office, Limited	$ 50	$160 buyers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	$ 50	$355 sellers
China Fire Insurance Company, Limited	$ 20	$83 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	$ 15	$38 sellers
Indo-China Steam Navigation Company, Limited	£ 10	$138 buyers
China and Manila Steamship Company, Limited	$ 50	$30 sales
	$ 5	nominal
	$ 50	$41 sellers
Douglas Steamship Company,-Limited		
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10.10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10 sellers
"Star" Ferry Company, Limited	$ 10	$24 sellers
	$ 2½	$8¾ sellers
"Shell" Transport and Trading Company, Limited	£ 1	£2
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 50	Taels 190
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137½
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137½
Refineries.		
China Sugar Refining Company, Limited	$ 100	$130 sellers
Luzon Sugar Refining Company, Limited	$ 100	$30 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
Mining.		
Punjom Mining Company, Limited	$ 10	$4½ sellers
Punjom Mining Preference Shares	$ 1	$1¼ sellers
Société Française des Charbonnages du Tonkin	Francs 250	$515
Queen Mines, Limited	Cents 25	4 cents
Jelebu Mining and Trading Company, Limited	$ 5	$3½ sellers
Raub A'lian Gold Mining Company, Limited	£0 18s. 10d.	$9 buyers
Olivers Freehold Mines, Limited	$ 5	nominal
Chinese Engineering & Mining Company, Ld.	£ 1	Taels 9.60
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	$ 50	$260 sales
S. C. Farnham, Boyd & Co., Ld.	Taels 100	Taels 260 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited	$ 50	$93 sales
New Amoy Dock Company, Limited	$ 6¾	$30 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 297½ cum new issue
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	$ 10	$9¼ buyers
Hongkong Land Investment and Agency Company, Limited	$ 100	$175 sales
Kowloon Land and Building Company, Ltd.	$ 30	$30 sellers
West Point Building Company, Limited	$ 50	$59 sellers
Hongkong Hotel Company, Limited	$ 50	$132 sales
Oriente Hotel Company, Limited (Manila)	$ 50	$50 sellers
Astor House Hotel Co., Limited (Shanghai)	$ 100	$270
Humphrey's Estate and Finance Company, Limited	$ 10	$12½ sellers
Shanghai Land Investment Company, Limited	Taels 50	Taels 109
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	$ 10	$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42½
International Cotton Manufacturing Company, Limited	Taels 100	Taels 25
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	$ 500	$500
Philippine Tobacco Trust Co., Limited	$ 50	$45
Shanghai-Sumatra Tobacco Company	$ 20	Taels 40
American Cigarette Company, Limited	Taels 50	Taels 50
Miscellaneous.		
Green Island Cement Company, Litmited	$ 10	$21½ sellers
China-Borneo Company, Limited	$ 15	$28½ sellers
A. S. Watson & Co., Limited	$ 10	$15 sellers
Watkins, Limited	$ 10	$7⅛ sellers
Hongkong Electric Company, Limited	$ 10	$13½ sales
Hongkong Electric Company, Limited	$ 5	$6¾
Hongkong and China Gas Company, Limited	£ 10	$140 buyers
Hongkong Rope Manufacturing Company, Limited	$ 50	$150 sellers
Geo. Fenwick & Co., Limited	$ 25	$41
Hongkong Ice Company, Limited	$ 25	$220 buyers
Hongkong High-Level Tramways Co., Ltd.	$ 100	$330 buyers
Dairy Farm Company, Limited	$ 6	$12 buyers
Hongkong and China Bakery Company, Limited	$ 50	$45
Campbell, Moore & Co., Limited	$ 10	$21 buyers
Bell's Asbestos Eastern Agency, Limited	£0 12s. 6d.	$1
United Asbestos Oriental Ag'cy, Limited	$ 4	$10 sellers
Do. Founders	$ 10	$200 buyers
Tebrau Planting Company, Limited	$ 5	$1
Universal Trading Co., Limited	$ 20	$20 sellers
Hongkong Steam Water-boat Co., Limited	$ 7	$8
China Light and Power Co., Limited	$ 20	$20
Robinson Piano Co., Limited	$ 50	$50
Manila Investment Co., Limited	$ 50	$35 sellers
William Powell, Limited	$ 10	$8¾ buyers
Shanghai-Langkat Tobacco Company, Limited	Taels 100	Taels 335

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraphic Address—"Rialto."
Telephone No. 148.
P. O. Box No. 17.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS.	DUE
Stuttgart	Singapore	Melchers & Co.	March 22nd
Chingtu	Manila	Butterfield & Swire	March 22nd
Yarra	Singapore	Messageries Maritimes	March 23rd
Laisang	Singapore	Jardine, Matheson & Co.	March 25th
Nippon Maru	Japan	P. & O. S. N. Co.	March 26th
Peru	San Francisco	Pacific Mail S. S. Co.	April 2nd
Coptic	San Francisco	Pacific Mail S. S. Co.	April 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

19TH MARCH, 1902, P.M.

STATION.	HOUR.	BAROMETER	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	WIND. FORCE.	WEATHER
Wladivostock	2 p.m.	30.10	34	—	NE	7	o
Tokio	"	30.02	—	—	S	6	—
Kochi	"	30.07	—	—	W	4	—
Nagasaki	"	30.07	—	—	W	4	—
Kagoshima	"	30.07	—	—	S	4	—
Taihoku	1 p.m.	29.92	—	—	NW	2	—
Taichu	"	29.87	—	—	NW	2	—
Tainan	"	29.93	—	—	S	6	—
Koshun	"	29.91	—	—	S	4	—
Pescadores	"	29.92	—	—	W	4	—
Gutzlaff	3 p.m.	29.84	64	89	SSE	5	cm
Sharp Peak	"	29.84	69	87	ENE	2	o
Amoy	2.30 p.m.	29.87	73	81	SE	5	b
Swatow	3 p.m.	29.81	79	—	W	4	b
Canton	"	29.81	79	70	E	1	c
Hongkong	4 p.m.	29.86	75	77	S	1	o
Victoria Peak	"	—	—	—	S	3	—
Gap Rock	"	29.86	—	—	SSE	3	—
Macao	"	29.85	79	—	SW	2	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.84	88	43	SE	3	b
Malate	3 p.m.	—	—	—	W	1	b
Bacolod	"	—	—	—	N	6	c
Iloilo	"	29.85	85	—	NE	1	b
Cebu	"	29.86	83	—	—	0	c
Cape S. James	"	—	—	—	NNE	1	c

20TH MARCH, 1902, A.M.

Wladivostock	7 a.m.	30.39	21	54	NE	5	c
Tokio	6 a.m.	30.02	—	—	NW	2	—
Kochi	"	30.11	—	—	W	2	—
Nagasaki	"	30.11	—	—	—	0	—
Kagoshima	"	30.11	—	—	E	2	—
Taihoku	5 a.m.	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	9 a.m.	—	—	—	—	—	—
Sharp Peak	"	29.85	68	85	—	0	of
Amoy	6.30 a.m.	29.88	70	90	SSE	0	c
Swatow	9 a.m.	29.91	77	—	SSW	2	c
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	29.91	77	73	S	1	o
Victoria Peak	"	—	—	—	SW	—	—
Gap Rock	"	29.90	—	—	ESE	3	—
Macao	"	29.87	78	—	SSE	2	c
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	—	—	—	—	—	—
Malate	9 a.m.	—	—	—	—	—	—
Bacolod	"	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Cebu	"	—	—	—	—	—	—
Cape S. James	7 a.m.	—	—	—	NE	1	c

On the 20th at 11.50 a.m. The barometer has risen much in the extreme North, fallen moderately on the E. coast of China. Pressure is high over the N. part of the Sea of Japan, and a depression lies over Central China. Gradients moderate to slight for S.E. and S. winds on the China coast. Forecast:—moderate S. winds; cloudy.

F. G. FIGG,
First Assistant.

HONGKONG OBSERVATORY,
Thursday, 20th March, 1902.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'tow & Amoy	Maidzuru Maru	Mitsui Bussan Kaisha	April 2.
B'bay v. S'pore & C'mbo	Kagoshima Maru	Nippon Yusen Kaisha	Mar. 28, at noon.
" "	Idzumi Maru	"	Mar. 21, at noon.
Bremen & Ports of Call	Preussen	Melchers & Co.	June 12, at noon.
" "	Hamburg	"	June 26, at noon.
" "	Sachsen	"	July 10, at noon.
" "	Kiautschou	"	August 7, at noon.
" "	Bayern	"	April 2, at noon.
" "	Stuttgart	"	April 16, at noon.
" "	Konig Albert	"	April 30, at noon.
" "	Princess Irene	"	May 14, at noon.
" "	Prinz Heinrich	"	May 28, at noon.
F'chow v. S'tow. & Amoy	Anping Maru	Mitsui Bussan Kaisha	Mar. 26.
Hävre and Hamburg	Königsberg	Hamburg-Am'ka Linie	Mar. 26.
"	Bamberg	"	April 9.
"	Armenia	"	Mar. 25.
"	Segovia	"	April 23.
"	Adria	"	April 9.
"	Saxonia	"	May 21.
"	Aragonia	"	April 8
Japan	Yawata Maru	Nippon Yusen Kaisha	Mar. 28, at noon.
Kobe and Yokohama	Inaba Maru	"	Mar. 28, at daylight.
"	Hiroshima Maru	"	Mar. 24, at noon.
Liverpool	Calchas	Butterfield & Swire	April 9.
London	Dadanus	"	April 15.
"	Diomed	"	April 29.
"	Ahtenor	"	April 1.
"	Machaon	"	May 13.
"	Canton	P. & O. S. N. Co.	April 3, at noon.
Manila	Rosetta Maru	Mitsui Bussan Kaisha	Mar. 25, at noon.
Marseilles v. Ports of Call	Oceanien	Messageries M'times Co.	Mar. 25, p.m.
Marseilles, London, &c.	Oriental	P. & O. S. N. Co.	Mar. 29, at noon.
" "	Malta	"	April 12, at noon.
" "	Sanuki Maru	Nippon Yusen Kaisha	Mar. 22, at daylight.
Port Darwin, &c.	Taiyuan	Butterfield & Swire	Mar. 29.
Portland, (Or.)	Indravelli	Portland & Asiatic Co.	About April 20.
S. Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	April 3, at noon.
" "	America Maru	"	Mar. 18, at noon.
" "	City of Peking	Pacific Mail S.S. Co.	May 6, at noon.
" "	Peru	"	April 11, at noon.
" "	Coptic	O'dental & O'tal S.S. Co.	April 19, at noon.
" "	Doric	"	Mar. 25, at noon.
Shanghai	Bengal	P. & O. S. N. Co.	About Mar. 29.
"	Shansi	Butterfield & Swire	Mar. 24.
"	Whampoa	"	Mar. 27.
Shanghai and Ningpo	Kiukiang	"	Mar. 22.
Shanghai and Japan	Yarra	Messageries M'times Co.	Mar. 23.
S'pore, Penang & C'tta	Suisang	Jardine, Matheson & Co.	Mar. 25, at 2 p.m.
Singapore and Bombay	Nankin	P. & O. S. N. Co.	About 3rd April.
Swatow, Amoy & T'sui	Haimun	Douglas, Lapraik & Co.	Mar. 21, at daylight.
Swatow, Amoy & F'chow	Haiching	"	Mar. 24, at daylight.
" "	Daijin Maru	Mitsui Bussan Kaisha	Mar. 30.
" "	Daigi Maru	"	Mar. 23.
Sydney & Melbourne	Kumano Maru	Nippon Yusen Kaisha	April 3, at 4 p.m.
Vancouver, v. S'hai, &c.	Empress of Japan	Canadian P'fic R. Co.	May 14, at noon.
" "	Empress of China	"	April 2, at noon.
" "	Empress of India	"	April 23, at noon.
" "	Tartar	"	April 16, at noon.
" "	Athenian	"	May 21.
Victoria, B.C., &c.	Olympia	Dodwell & Co., Ltd.	April 5.
"	Duke of Fife	"	May 10.
"	Braemar	"	Mar. 26.
"	Glenogle	"	April 26.
"	Iyo Maru	Nippon Yusen Kaisha	Mar. 24, at 4 p.m.
"	Kinshiu Maru	"	April 7, at 4 p.m.
Y'hama v. S'hai & Kobe	Japan	P. & O. S. N. Co.	About Mar. 25.
Yokohama and Kobe	Silesia	Sander, Wieler & Co.	Mar. 27.

Post Office.

A Mail will close:—

For Canton—Per *Honam*, to-morrow, the 21st instant, at 7.30 A.M.

For Swatow and Bangkok—Per *Taichiow*, to-morrow, the 21st instant, at 9 A.M.

For Macao—Per *Heungshan*, to-morrow, the 21st instant, at 1.15 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 21st instant, at 3 P.M.

For Tientsin—Per *Ghangchow*, to-morrow, the 21st instant, at 4 P.M.

For Canton—Per *Fatshan*, to-morrow, the 21st instant, at 5 P.M.

For Hoihow and Pakhoi—Per *Hoihao*, on Saturday, the 22nd instant, at 9 A.M.

For Ningpo and Shanghai—Per *Kiukiang*, on Saturday, the 22nd instant, at 4 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Iyo Maru*, on Monday, the 24th inst., at 3 P.M.

For Shanghai—Per *Lyeemoon*, on Monday, the 24th instant, at 3 P.M.

For Ningpo and Shanghai—Per *Shansi*, on Monday, the 24th instant, at 4 P.M.

For Manila—Per *Rosetta Maru*, on Tuesday, the 25th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Oceanien*, on Tuesday, the 25th instant, at 10.45 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 25th instant, at 10.45 A.M.

For Singapore, Penang and Calcutta—Per *Suisang*, on Tuesday, the 25th inst., at 1 P.M.

For Shanghai—Per *Woosung*, on Tuesday, the 25th instant, at 4 P.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Braemar*, on Wednesday, the 26th instant, at 11 A.M.

For Shanghai—Per *Whampoa*, on Thursday, the 27th instant, at 4 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane Sydney and Melbourne—Per *Taiyuan*, on Saturday, the 29th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Oriental*, on Saturday, the 29th inst., at 11 A.M.

For Singapore—Per *Canton*, on Thursday, the 3rd April, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 16th April, at 11 A.M.

OPIUM QUOTATIONS.

Hongkong, 20th March.

To-day's quotations are as follows:—

			Per chest.
BENGAL—	New Patna	@	$907½
	Old Patna	@	920
	New Benares	@	915
	Old Benares	@	920 nom.
			Per picul.
MALWA—	New	@	$910
	Last year's	@	940/70
	2/3 years' old	@	920/30
	3/4 years' old	@	930/40
	Putterfore	@	940
PERSIAN—	Superior drug was sold	@	600

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patric',—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-long, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

AILSA CRAIG, British steamer, 2,166, E. Robertson, 19th Mar.,—Moji 13th Mar., Coal.—Mitsui Bussan Kaisha.

APENRADE, German steamer, 611, H. Lorenzen, 18th Mar.,—Saigon 13th Mar., Rice.—Jebsen & Co.

ARAB, British steamer, 2,678, Wills, 8th Mar.,—San Francisco 22nd Jan., Flour.—Dodwell & Co.

BABELSBERG, German steamer, 1,376, A. Beeckmann, 17th Mar.,—Saigon 13th Mar., Rice and Flour.—Order.

BRAEMAR, British steamer, 2,316, Wm. Watt, 17th Mar.,—Moji 12th Mar., Coal.—Dodwell & Co., Ld.

BRAND, Norwegian steamer, 1,519, John Thronsen, 15th Feb.,—Singapore 29th Jan., Timber.—Dodwell & Co., Ld.

CHANGCHOW, British steamer, 1,203, J. Pearce, 19th Mar.,—Swatow 18th Mar., Ballast.—Butterfield & Swire.

CHOWTAI, German steamer, 1,050, A. Müller, 15th Mar.,—Bangkok 8th Mar., Rice and Timber.—Butterfield & Swire.

DORIC, British steamer, 2,691, Harry Smith, R.N.R., 16th Mar.,—San Francisco 15th Feb., Honolulu 23rd, Yokohama 8th Mar., Kobe 9th, Nagasaki 11th, and Shanghai, (Woosung) 14th, Mails and General.—O. & O. S. S. Co.

DORIS, Norwegian steamer, 965, K. Jacobsen, 14th Mar.,—Saigon 9th Mar., Rice.—Nam Wo.

ELG, Norwegian steamer, 708, A. E. Marcussen, 17th Mar.,—Sourabaya 1st March, Sugar.—Order.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 19th Mar.,—Bangkok 7th March, Rice.—E. A. Trading Co.

EMMA LUYKEN, German steamer, 1,049, L. Schall, 16th Mar.,—Iloilo 12th Mar., Sugar and Wood.—E. A. Trading Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 18th Mar.,—Vancouver, (B.C.) 24th Feb., and Shanghai 15th Mar., Mails and General.—C. P. R. Co.

FLINTSHIRE, British steamer, 2,206, Liddle, 18th Mar.,—London via Singapore 11th Mar., General.—Shewan, Tomes & Co.

FUKUI MARU, Japanese steamer, 1,825, K. Ito, 19th Mar.,—Moji 12th Mar., Coal.—Dodwell & Co., Ld.

HAIMUN, British steamer, 637, W. Passmore, 18th Mar.,—Swatow 17th Mar., General.—Douglas, Lapraik & Co.

IDZUMI MARU, Japanese steamer, 2,301, C. H. Butler, 19th Mar.,—Moji 14th Mar., General.—Nippon Yusen Kaisha.

INDIA, Austrian steamer, 1,797, E. Klun, 19th Mar.,—Bombay 26th Feb, General.—Sander, Wieler & Co.

IYO MARU, Japanese steamer, 3,918, S. J. G. Parsons, 15th Mar.,—Shanghai 12th Mar., General.—Nippon Yusen Kaisha.

JACOB DIEDERICHSEN, German steamer, 623, G. Schlaikier, 8th Mar.,—Celebes 28th Feb., Wood.—Jebsen & Co.

KATY, Austrian steamer, 1,360, A. Vidossich, 26th Feb.,—Moji 20th Feb., Coal.—Sander, Wieler & Co.

KEONGWAI, German steamer, 1,115, F. Sleuss, 19th Mar.,—Swatow 18th Mar., General.—Melchers & Co.

LOYAL, German steamer, 1,237, F. Weidlich, 17th Mar.,—Sourabaya 1st March, Sugar and General.—Sander, Wieler & Co.

MADELEINE RICKMERS, German steamer, 1,600, C. Henricksen, 8th Mar.,—Saigon 5th Mar., Rice and General.—Arnhold, Karberg & Co.

MAUSANG, British steamer, 1,644, W. D. Welsh, 19th Mar.,—Borneo 14th March, Timber and General.—Jardine, Matheson, & Co.

MEXICAN PRINCE, British steamer, 1,952, W. Penrice, 14th Mar.,—Singapore 4th Mar., Petroleum.—Meyer & Co.

NANCHANG, British steamer, 1,050, Edward Finlayson, 19th Mar.,—Tientsin 13th Mar., General.—Butterfield & Swire.

ORO, British steamer, 1,299, W. Smith, 5th Feb.,—Singapore 26th Jan., General.—Dodwell & Co., Ld.

PAK LING, British steamer, 2,875, Conradi, 16th Mar.,—Shanghai 13th Mar., General.—Dodwell & Co., Ld.

PAKSHAN, British steamer, 1,235, J. Jenkins, 14th Mar.,—Koh-si-chang 7th Mar., Rice and Teakwood.—Bradley & Co.

PROGRESS, German steamer, 687, H. Meyer, 15th Mar.,—Tourane 13th Mar., Ballast.—Siemssen & Co.

SANDAKAN, German steamer, 1,374, A. Brandstetter, 16th Mar.,—Sandakan 11th Mar., Timber.—Melchers & Co.

SIMONGAN, Dutch steamer, 1,102, E. Farrell, 17th Mar.,—Samarang 6th Mar., Sugar.—Yuen Fat Hong.

SUISANG, British steamer, 1,776, E. J. Tadd, 16th Mar.,—Singapore 8th Mar., General.—Jardine, Matheson & Co.

TAICHIOW, German steamer, 865, H. Ilsemann, 16th Mar.,—Bangkok 9th Mar., Rice and Wood.—Butterfield & Swire.

TETARTOS, German steamer, 1,578, W. Diuse, 18th Mar.,—Samarang 8th Mar., Sugar.—Siemssen & Co.

THEA, German steamer, 856, Olerich, 13th Mar.,—Haiphong 5th Mar., and Hoihow 11th, General.—Jebsen & Co.

TRITOS, German steamer, 1,030, H. Clausen, 11th Feb.,—Saigon 6th Feb., Rice and Rice-meal.—Kong Fat.

WONGKOI, German steamer, 1,115, O. Koch, 18th Mar.,—Bangkok 12th Mar., General.—Butterfield & Swire.

YEDO MARU, Japanese steamer, 1,724, T. Samura, 17th Mar.,—Chefoo 6th March, Coal.—Lun On & Co.

Sailing Vessels.

DECCAN, British ship, 1,835, A. C. Barrett, 7th Mar.,—Mauritius 15th November, Coal.—Master.

EVIE G. RAY, American bark, 919, Kasten, 13th March,—Rajang 18th Dec., Timber.—Sander, Wieler & Co.

MERZOK JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October,—Manila 6th Oct., General.—Master.

LEICESTER CASTLE, British ship, 2,009, R. D. Peattie, 4th Mar.,—New York 31st Sept., Case Oil.—Standard Oil Co.

LOTHAIR, Italian bark, 678, Borzzo, 24th Jan.,—Callao 10th Nov., Sugar.—Carlowitz & Co.

MATOYA MARU, Japanese schooner, 121, Doch, 27th Jan.,—Manila 20th Jan., Ballast.—Master.

VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.,—Rejang 18th Nov., Timber.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 20th March, 1902.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Hongkong.

Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Shanghai.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.

Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.

Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Canton.

Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Amoy.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Hongkong.

Glory, 1st-class flagship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. A. W. Carter, Hongkong.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Hongkong.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.

Phœnix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Singapore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.

Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, Singapore.

Rambler, surveying-ship, 853 tons, 650 i.h.p., Capt. Morris H. Smyth, cruising.

Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Singapore.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Hongkong.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, en route Japan.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 i.p.h., Lt.-Comdr. W. O. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.

Wivern, coast défence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Amaur, Russian cruiser, 2,600 tons, Captain Barstch, at Japan.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p, Capt. Tarassoff, at Manila.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Varyag, Russian cruiser, 6,500 tons, 12 guns, Capt. Behr, at Nagasaki.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchicht, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sirius, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p. 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

‡ Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,574 tons, 8 guns, Comdr. von Bassewitz, at Practice.

* *Fuerst Bismarck*, German flagship, 6,025, tons, 36 guns, Capt. Friederick, en route Woosung.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Baeer, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,100 tons, 30 guns, Capt. Derzewski, en route Japan.

Iltis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Stein, at Hongkong.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 956 tons, 10 guns, Comdr. von Mittelstädt, at Kiauchow.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baëhme, Saigon.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defèvre, at Shanghai.

Chasseloup Laubat, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.

Comete, gunboat, 600 tons, Capt. Loüel, at Canton.

Decedee, gunboat, 699 tons, Capt. Leemee, at Hongkong.

* *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. du Fournet, Tonkin.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. L. de Saune, at Saigon.

Eure, Dispatch-transport, Captain Vallée, at Saigon.

Friant, 3rd class cruiser, 3,800 tons, Capt. Adam, at Amoy.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, at Saigon.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Cuba, U.S. gunboat, 1,100 tons, Lieut. W. J. Maxwell, U.S.N., at Hongkong.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Capt. F. P. Gilmore, at Hongkong.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. flagship, 8,413 tons, Capt. R. M. S. MacKenzie, at Hongkong.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Sellridge, at Manila.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Lombardia, Italian cruiser, 2,900 tons, Capt. Boet John, Shanghai.

Marco Polo, Italian cruiser, 4,883 tons, Capt. P. Botti, Shanghai.

Vesuvio, Italian cruiser, 1,500 tons, 14 guns, 6,820 i.h.p., Capt. Zezi, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sasebo.

Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yæyama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.
Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai.
Atago, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sasebo.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.
Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.
Fuso, at Kure.
Naniwa, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery training ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima. (used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka. (used as a hulk.)

Jingei wooden paddle steamer, 1,465 tons, 2 small guns, [illegible]

THE HONGKONG TELEGRAPH.

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The daily issue is delivered free when addressee is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies (Daily, ten cents; Weekly twenty-five Cents.)

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	$ 2.85
One month	7.20
Two months	13.00
Three „	20.00
Six „	37.50
Twelve „	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 „ „	10 „
12 „ „	25 „

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
50, Queen's Road Central,
Hongkong.

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